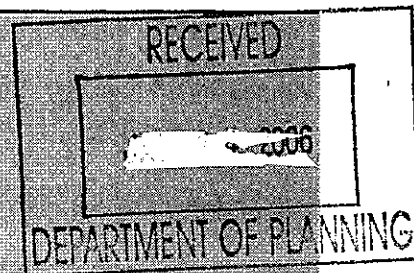


County of Loudoun
Department of Planning
MEMORANDUM



DATE: January 27, 2006

TO: Darren Murphy, Project Manager
Land Use Review

FROM: Melanie L. Wellman, Planner *new*
Community Planning

<input type="checkbox"/>	Applicant
<input type="checkbox"/>	LMS
<input checked="" type="checkbox"/>	Public File
<input type="checkbox"/>	Other

SUBJECT: SPEX 2005-0040 Holtzman Oil

BACKGROUND

Holtzman Family Limited Partnership, the applicant, is requesting a Special Exception to allow the development of a service station with 12 gas pumps, a convenience store, and a restaurant on approximately 2.98 acres. The subject site is located at the northwest intersection of John Mosby Highway (Route 50) and Pleasant Valley Road (Route 609) near the Fairfax County line. The property has been excavated as a result of previous construction and disturbance. In 1999 Mountainprize Inc., STPL 1998-0035 was approved for the subject property, and has since expired. Subsequently, a Site Plan Amendment, SPAM 2001-0073 was filed, but was not pursued.

The property is zoned CLI (Commercial – Light Industry) per the provisions of the 1993 Zoning Ordinance and is planned for Industrial uses according to the Revised General Plan. North of the subject property is vacant land zoned CLI/MR-HI (Mineral Resource/Heavy Industry). The properties to the south are zoned CLI and contain office/warehouse uses. The property to the east contains a car dealership, and to the west is vacant land.

County GIS records indicate that forest cover, minor floodplain, a drainageway, hydric soils, and river and stream corridor resources are all present on the subject site. A Floodplain Alteration Study, FPAL 2002-0015, was approved on November 26, 2002. The subject site is located within the Ldn 65 and the Ldn 60 airport noise contours. The Planning Department has waived the requirement for a Phase 1 Archeological Survey and Tree Conservation Plan.

COMPLIANCE WITH COMPREHENSIVE PLAN

The site is governed by the Revised General Plan, the Revised Countywide Transportation Plan (Revised CTP), and the retail policies of the Countywide Retail Plan Amendment (Retail Plan). The subject site is located within the Dulles Community of the Suburban Policy Area. The Revised General Plan specifies this subject site as suitable for Industrial uses (Revised General Plan, Planned Land Use map, p. 7-23).

ANALYSIS

LAND USE

1. Planned Land Use

The subject site is located in the Dulles Community of the Suburban Policy Area near the Loudoun/Fairfax County line. This area north of Route 50 is planned for Industrial uses (Revised General Plan, Planned Land Use Map, p. 7-23).

General Industrial uses are predominately labor-intensive industrial and commercial uses. Industrial Centers are intended to accommodate the continued operation and expansion of major industrial uses in the County and to provide a degree of protection for industrial uses from other land uses. Primary land uses in these industrial areas are General Industry and Heavy Industry (Revised General Plan, text, p. 6-30). Land bordering Route 606 and south of the Washington Dulles International Airport will be designated for General Industrial uses (e.g., manufacturing, bus/trucking repair facilities, warehouse and assembly, and airport serving uses) (Revised General Plan, Policy 3, p. 6-31).

The proposed service station with fuel pumps, a convenience store, and restaurant is not an Industrial use and is not a use envisioned for the subject property. The properties to the north and west are currently vacant and could be developed as industrial. Furthermore, there is a land use mix (measured as a percentage the land area) in a General Industrial Area that should be met (Revised General Plan, Policy 8, p. 6-31):

Land Use Category	Minimum Required	Maximum Permitted
a. Residential	0%	0%
b. Commercial Retail & Services	0%	10%
c. Office	0%	20%
d. Light Industrial	0%	20%
e. Industrial	70%	90%
f. Public & Civic	0%	No maximum
g. Public Parks & Open Space	10%	No maximum

According to this mix, the maximum amount of Commercial Retail & Services permitted is 10 percent, and is intended to serve the planned or already existing Industrial uses. It does not appear as if the proposed fuel station with convenience store and restaurant are ancillary retail and service uses, as no Industrial uses are currently proposed as a part of this project.

If this proposal is to receive further consideration, staff recommends information be submitted on how the proposed retail and service uses plan to function as ancillary services for this Industrial area.

Staff finds that the proposed service station is not an appropriate use on the subject site, as this area is planned Industrial per the Revised General Plan policies. Staff recommends submitting information on how the proposed retail and service uses plan to function as ancillary services for this Industrial area.

As stated above, the proposed service station is not in conformance with the planned land use for the site. However, should this application move forward, staff recommends the following be taken into consideration.

EXISTING CONDITIONS

1. Wetlands

Protecting groundwater and surface water (e.g., streams and wetlands) from contamination and pollution is a major water resource issue for the County (Revised General Plan, text, p. 5-12). The County supports the federal goal of no net loss to wetlands in the County (Revised General Plan, Policy 23, p. 5-11).

Hydric soils are present on site, which are often an indicator of wetlands. Wetlands have not been delineated on the SPEX plat and have not been verified by the U.S. Army Corp of Engineers (USACE). Verification of the consultant's delineation from the USACE is desirable at the time of rezoning so that staff can be assured that the full extent of wetlands have been identified and will be protected. Wetlands should be indicated on the SPEX plat. Staff defers to Building and Development regarding verification from the USACE.

Staff recommends wetlands be depicted on the SPEX plat. Staff defers to Building and Development regarding verification from the USACE.

2. Forest Cover

The Revised General Plan calls for the protection of forests and natural vegetation for the various economic and environmental benefits that they provide (Revised General Plan, Policy 1, p. 5-32). A waiver of the Tree Conservation Plan has been requested,

as the applicant states that, "At the northern end of the site, the average red cedar is 6' in diameter at breast height and is less than twenty-five years old. The condition of these trees is poor due to the amount of disturbance that has previously occurred on the site." The Planning Department has granted the waiver at checklist, but stated that granting the waiver "does not preclude staff from asking for a Tree Conservation Plan if found necessary to review the proposal."

According to the County Arborist, it does not appear that the Eastern Red Cedars along the northern edge of the property are in poor condition, as stated by the applicant. These trees could potentially serve as a Type 4 buffer along the northern portion of the property. A Tree Inventory should be submitted stating why these trees are in poor condition. If concluded they are not, then they should be retained and preserved as a Tree Conservation Area and used as a buffer along the northern portion of the subject site.

Staff recommends the applicant submit a Tree Inventory that explains why the Eastern Red Cedars on site are in poor condition. If concluded that these trees are not in poor condition, staff recommends they be retained and preserved as a Tree Conservation Area and used as a buffer along the northern portion of the subject site.

3. River and Stream Corridor Resources

The County will strive to preserve, protect, and manage the river and stream corridor resources through policy and regulation, and the development and implementation of strict performance standards, best management practice requirements, and permissible uses (Revised General Plan, text, p. 5-6). In addition to the rivers and streams that drain 100 acres or more, the corridors include associated 100-year floodplains, and adjacent steep slope areas (Revised General Plan, text, p. 5-5).

A stream and minor floodplain pass through the center of the subject site and make up the river and stream corridor resources as defined in the Plan (Revised General Plan, Policy 2, p. 5-6). Per Plan policy, a 100-foot minimum stream buffer will protect rivers and streams when the 100-year floodplain and adjacent steep slope areas do not extend beyond either bank by 100 feet, and will be considered part of the river and stream corridor resources. The minimum stream buffer should be measured from the scar line landward on both sides of the stream. The minimum stream buffer provides a minimum filtration area that will ensure maintenance of water quality and the integrity of the stream corridor (Revised General Plan, Policy 3, p. 5-6).

According to the Environmental Review Team (ERT), the topography on the site has been altered since the approval of the floodplain alteration, therefore the minor floodplain limits shown on the SPEX plat are not accurate. The applicant should work with ERT to resolve this issue.

The floodplain shown on the SPEX plat does not extend beyond the stream banks by 100 feet. Therefore, a 100-foot minimum buffer should be depicted. The 100-foot buffer is measured from the scar line landward on both sides of the stream. In addition, any proposed construction shown to be within the 100-foot buffer area on the plat should be removed and relocated.

Staff recommends the applicant work with ERT to resolve the issue regarding the accurate limits of the floodplain on the SPEX plat. Staff recommends that a 100-foot minimum buffer be depicted on both sides of the stream on the SPEX plat. In addition, staff recommends no construction within the 100-foot minimum buffer in order to protect the river and stream corridor resources.

SITE DESIGN

1. Retail Design Guidelines

The intent of the Revised General Plan is to achieve and sustain a built environment of high quality (Revised General Plan, Policy 1, p. 5-5). The Retail Design Guidelines policies, outlined on pages 20 and 21 of the Retail Plan, apply to the development of any retail center in the County. Landscaping and buffering are shown on the SPEX plat. A "preliminary elevations" plat was submitted with the application, which included illustratives. The illustratives do not address the Design Guidelines of the Retail Plan. Additional information should be submitted related to the following Retail policies (Retail Plan, p. 20 – 21):

Building Placement and Design

- Rooftop mechanical equipment should be screened. Preferably, screening should be incorporated into the roof form. Ground mounted mechanical equipment should be screened.

Circulation, Parking, and Loading

- Parking areas should be visually screened from adjacent streets and residential areas by heavy landscaping, depressing the parking area and/or by constructing earthen berms.
- All loading and storage areas must comply with Zoning Ordinance regulations and must be screened from adjacent residential areas by earthen berms, masonry walls, permanent wooden fencing, or dense landscaping.

Landscaping and Buffering

- Large parking areas should be landscaped with trees and shrubs to reduce the visual impact, provide shade, and reduce the heat absorption of the parking area.
- The street frontage of retail centers should be landscaped with trees to help create a green edge on both sides of the street.
- Existing natural environmental features such as hedgerows, mature trees, and berms should be integrated into the landscape plan for retail centers, where feasible.
- Retail buildings and parking areas should be sufficiently screened and buffered from adjoining residential areas by distance, transitional uses, landscaping and/or natural vegetation to mitigate the effects of noise, lighting and traffic on the surrounding residences.
- Residential areas should be buffered from adjacent retail uses by trees, fences, and hedges.

Signs and Lighting

- Signs for retail centers should be developed as an integral part of the overall center design. A unified graphic design scheme is encouraged.
- Lighting should reduce glare and spillage of light onto adjoining properties and streets. Fixtures should be attractive site elements that are compatible with the architecture of the retail center.

All of the above Design Guidelines issues should be addressed in the Statement of Justification, as well as on the illustrative sheet of the plat. The revised Illustratives should include the proposed gas canopy so that staff can ensure it meets the design guidelines. In addition, staff recommends a commitment to the amount of landscaping as shown on the SPEX plat to ensure that adjoining properties and roadways are buffered from the proposed service station.

Staff recommends the proposal address the Design Guidelines of the Retail Plan, as outlined above. Staff recommends revised illustratives include the proposed gas canopy. In addition, staff recommends commitment to the amount of landscaping as shown on the SPEX plat to ensure that adjoining properties and roadways are buffered from the proposed service station.

2. Stormwater Management Facility

Plan policies call for "appropriate standards to protect natural streams from the harmful effects of increased stormwater volume and velocity resulting from harmful development" (Revised General Plan, Policy 5, p. 5-17). Furthermore, the County promotes water conservation through "low impact development techniques, which integrate hydrologically functional designs with methods for preventing pollution" (Revised General Plan, Policy 2, p. 5-17).

A stormwater management/best management (SWM/BMP) practices facility is shown along the southern edge of the site, along Route 50. Specific information should be provided regarding specifically what type of SWM/BMP is proposed, and what type of bioretention and low-impact development (LID) techniques will be used. Furthermore, the plat does not show how runoff containing petroleum products will be retained. An oil and water separator or manufactured BMP should be installed around the gas tank and pumping islands. Staff recommends discussions with Building and Development on this topic.

Staff recommends providing specific information on what type of SWM/BMP facility is proposed, and what type of bioretention and LID techniques will be used. In addition, staff recommends discussions with Building and Development regarding the use of an oil and water separator or manufactured BMP on site.

The Revised General Plan states that "the County will require secondary containment, treatment and emergency response plans for business storing and dispensing of petroleum products (Revised General Plan, Policy 21, p. 5-12). Should the application move forward, spill mitigation and emergency response should be addressed, as the proposed parking lot is an anticipated pollutant source of automotive related runoff (road salts, oil, and grease) which will impact surface water quality. A specific spill mitigation plan should be developed for the site.

Staff recommends the development of a spill mitigation plan that includes information on secondary containment, treatment, and emergency response plans for the storing and dispensing of petroleum products on site.

3. Parking

The submitted plat shows 121 parking spaces will be provided, as well as one loading space. Ten spaces are proposed for the automobile service station use, when six are required by the Zoning Ordinance. Also, eleven spaces are proposed for the convenience food store use, when nine are required. One-hundred spaces are proposed for the restaurant use, the number required by the Zoning Ordinance. The amount of parking on site should be reduced to only that which is required.

Staff recommends the site meet, not exceed, the applicable County parking standards.

4. Lighting

The Design Guidelines outlined above include a policy for lighting (Retail Plan, Policy D2, p. 21), but there are additional lighting policies of the Revised General Plan that should be addressed as well. The Revised General Plan promotes the use of lighting for public safety and visibility without the nuisance associated with light pollution (Revised General Plan, Policy 1a, p. 5-42). Lighting should thus be designed for effective nighttime use of the facility while at the same time minimizing the off-site glare (Revised General Plan, text, p. 6-20). The Retail Plan further specifies that fixtures should be attractive site elements that are compatible with the architecture of the retail center (Retail Plan, Policy D2, p. 21).

Details regarding the specific type of lighting to be used, as well as the intensity and times of illumination have not been provided. Lighting should be decorative and compatible with high visual quality of the store, service station, and restaurant while minimizing light pollution and off-site glare.

Staff recommends that the proposed lighting be decorative and compatible with the visual quality of the service station, while minimizing light pollution and off-site glare.

CATCHMENT OR MARKET AREA

As stated previously, the proposed service station is not in conformance with the planned land use for the site. However, should this application move forward, staff recommends that information on a catchment or market area study be provided.

In evaluating Business land use proposals, the market and population threshold (which should be large enough for the proposed business use to financially support itself and not depend upon that portion of the population that is already served by existing and proposed competing projects) should be considered (Revised General Plan, Policy 3a, p. 6-20). The application does not include information regarding the catchment or market area, or an analysis of existing and proposed competing projects.

Staff recommends the application be amended to include a statement describing the catchment or market area, as well as an analysis of existing and proposed competing projects.

RECOMMENDATIONS

Staff is unable to fully evaluate the proposal until such time additional information is provided and reviewed. The applicant should submit information explaining how the proposed retail and service uses can function as ancillary services for the Industrial uses in the area. In addition, staff recommends the following issues be addressed:

1. Depict wetlands on the SPEX plat;

2. Submit a Tree Inventory that explains why the Eastern Red Cedars on site are in poor condition. If concluded that these trees are not in poor condition, staff recommends they be retained and preserved as a Tree Conservation Area and used as a buffer along the northern portion of the subject site;
3. Work with ERT to determine the accurate limits of the floodplain on the SPEX plat;
4. Provide a 100-foot minimum buffer on both sides of the stream, and indicate it on the SPEX plat. In addition, staff recommends no construction within the 100-foot minimum buffer in order to protect the river and stream corridor resources;
5. Address the Design Guidelines of the Retail Plan;
6. Provide revised illustratives that include the gas canopy;
7. Commit to the amount of landscaping as shown on the SPEX plat to ensure that adjoining properties and roadways are buffered from the proposed service station;
8. Provide specific information on what typed of SWM/BMP facility is proposed, and what type of bioretention and LID techniques will be used; discuss with Building and Development the use of an oil and water separator or manufactured BMP on site;
9. Development of a spill mitigation plan that includes information on secondary containment, treatment, and emergency response plans for the storing and dispensing of petroleum products on site
10. Meet, not exceed, the applicable County parking standards;
11. Provide lighting that is decorative and compatible with the visual quality of the service station, while minimizing light pollution and off-site glare; and,
12. Include a statement describing the catchment or market area, as well as an analysis of existing and proposed competing projects.

Staff would be happy to meet with the applicant to discuss these issues.

cc: Julie Pastor, AICP, Director, Planning
Cynthia L. Keegan, AICP, Program Manager, Community Planning

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County of Loudoun
Department of Planning
MEMORANDUM

DATE: March 29, 2007

TO: Nicole Steele, Project Manager
Land Use Review

FROM: Melanie L. Wellman *MLW* Planner
Community Planning

SUBJECT: SPEX 2005-0040, Holtzman Oil – 2nd referral

BACKGROUND

Holtzman Family Limited Partnership, the applicant, is requesting a Special Exception to allow the development of a service station with fuel pumps, a convenience store, and a Denny's restaurant on approximately 2.98 acres. The proposal also includes a multi-use trail along Route 50, and a stormwater management facility with nearby gazebo.

The subject site is located at the northwest intersection of John Mosby Highway (Route 50) and Pleasant Valley Road (Route 609) near the Fairfax County line. The property has been excavated as a result of previous construction and disturbance. In 1999 Mountainprize Inc., STPL 1998-0035 was approved for the subject property, and has since expired. Subsequently, a Site Plan Amendment, SPAM 2001-0073 was filed, but was not pursued. The property is zoned CLI (Commercial – Light Industry) per the provisions of the 1993 Zoning Ordinance.

Community Planning outlined several issues in a 1st referral dated January 27, 2006. In the 1st referral staff stated that the proposed service station is not an appropriate use on the subject site, because the use exceeded the recommended land use mix for a planned Industrial community. The applicant has responded to the 1st referral by submitting a referral response letter, a copy of the original referral, a revised Statement of Justification, and Illustrative, and a revised Special Exception (SPEX) plat. Some issues have been resolved, including depicting wetlands on the Special Exception (SPEX) plat, providing illustratives of the proposed gas canopy, and reducing the number of parking spaces. The other issues remain outstanding and are reiterated below.

A11

It should be noted that since the 1st referral the Arcola Area/Route 50 Corridor Plan (CPAM 2005-0007) was approved on October 17, 2006. The policies within that Plan apply to this application and are incorporated into the comments below.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The site is governed by the Revised General Plan (Plan), the Revised Countywide Transportation Plan (Revised CTP), the Arcola Area/Route 50 Corridor Plan (Route 50 Plan), and the retail policies of the Countywide Retail Plan Amendment (Retail Plan). The subject site is located within the Dulles Community of the Suburban Policy Area. The Plan specifies the subject site as suitable for Industrial uses (Revised General Plan, Planned Land Use map, p. 7-23; Arcola Area/Route 50 Corridor Planned Land Use Map – Attachment 1).

The policies of the Loudoun County Bicycle and Pedestrian Mobility Master Plan (Bike/Ped Plan) also apply.

OUTSTANDING ISSUES

1. Land Use

In the 1st referral staff stated that the proposed service station, fuel pumps, and convenience store are not appropriate uses on the subject site, as this area is planned industrial per the Revised General Plan. Staff recommended the application demonstrate how the proposed retail and service uses were to function as ancillary to the surrounding industrial community.

The applicant has responded to staff's request by arguing that "the industrial uses on Pleasant Valley Road are not served by any retail food or convenience facilities. All employers and employees as well as visitors and vendors to this district must exit the district at Route 50 for such services. Providing these services on the property will eliminate this necessity and will avoid numerous vehicles at Route 50 and Pleasant Valley Road."

The Route 50 Plan, approved on October 17, 2006, supports additional retail that exceeds the land use mix in the industrial community north of Route 50 if it meets the following criteria (Route 50 Plan, Policy 2, p. 6):

- a) The retail use provides the goods and services needed by local employment and/or supports the development of tourism in the Route 50 corridor;

- b) The retail use is compatible with the surrounding Industrial communities that exist or have been approved/proposed;
- c) The retail use does not access Route 50 directly;
- d) The proposal provides appropriate and adequate transportation infrastructure; and,
- e) The proposal conforms with the policies in the Retail Plan.

While the proposed service station, fuel pumps and restaurant are not tourism-based development, the uses would provide retail and services to the surrounding industrial employment area, as the Industrial Community currently has limited food and convenience options. However, staff is concerned with how the proposed service station fits into an area planned Industrial. Typically retail and service uses in Industrial areas are envisioned to be incorporated into a larger project, as opposed to being stand-alone. In addition, the application should meet the five criteria listed above in Policy 2. In particular, the retail use should not have access to Route 50 (explained further below).

While the proposed service station with fuel pumps and a restaurant would not be considered tourism-based, the additional retail would provide goods and services to employers in an Industrial Community where services are currently limited. However, in order to support the addition of retail along the Route 50 Corridor, the application must show that it can meet the five criteria listed in the Route 50 Plan, Policy 2, p. 6. In addition, the application should ensure that it is well-connected and fits in with the surrounding Industrial Community.

2. Eastern Red Cedar Trees

In the first referral staff recommended the applicant submit a Tree Inventory that explains why the Eastern Red Cedars on site are considered to be in poor condition as the application stated in the 1st submission. According to the County Arborist it appears that the trees are in good condition, and could potentially serve as a Type 4 buffer along the northern portion of the property. The applicant has responded by stating that the trees are in fact not in poor condition, but due do design restraints the trees will not be maintained. Instead, the application states that buffer requirements will be met with new plantings.

Given the good condition of the Eastern Red Cedars, and the need to meet a Type 4 buffer requirement, the trees should be kept and maintained. Staff further notes that the property to the north is zoned MRHI (Mineral Resources – Heavy Industry) and planned

for industrial uses. The existing Eastern Red Cedars would provide heavy, natural landscaping needed to buffer potentially heavy industrial uses from the subject site, consistent with Plan policies (Retail Plan, Policy C3, p. 21).

Staff recommends the Eastern Red Cedars on the northern portion of the subject site be kept and maintained to serve as the buffer between the subject site and the property to the north.

3. River and Stream Corridor Resources

In the first referral staff recommended the applicant work with the Environmental Review Team (ERT) to depict the accurate limits of the floodplain on the SPEX plat, as it has been determined by staff that the topography on the subject site has been altered since the approval of the floodplain alteration, and therefore the minor floodplain limits shown on the SPEX plat are not accurate. In addition, staff recommended that a 100-foot minimum buffer be depicted on the SPEX plat, on both sides of the stream on site, and that no construction occur within the 100-foot minimum buffer in order to protect the river and stream corridor resources, per Plan policy (Revised General Plan, Policy 3, p. 5-6).

The applicant has responded to ERT's comment regarding river and stream corridor resources by stating that, "the applicant will prepare and submit a floodplain alteration application to address this issue at time of site plan." The applicant has also responded stating that, a 100' buffer would make the lot unusable, that the stream on site is at the top of the watershed, and that all drainage downstream from this site has been urbanized. Therefore, it is of the applicant's opinion that a 100 – foot buffer on this site would not protect downstream water quality.

Waiting until site plan to submit a floodplain alteration study or depict the accurate limits of the floodplain on site would do little to protect the floodplain, as this Special Exception would already be approved and redesigning the site to take into consideration environmental impacts would be difficult. It would be more beneficial to depict the accurate floodplain limitations at this time, during the review of the SPEX, so that staff can fully evaluate the impacts of the development on the existing environmental resources. In addition, all river and stream corridor resources should be depicted on the SPEX plat, including the 100 – foot stream buffer, and that the proposed development be designed in such a way to minimize impact on the river and stream corridor resources as possible, per Plan policy.

Staff recommends that the applicant depict the accurate limits of the floodplain and river and stream corridor resources on the SPEX plat so that staff can fully evaluate the impact of the proposed project on the environmental resources.

A14'

4. Design Guidelines

In the first referral staff outlined several policies in the Retail Plan pertaining to building placement and design, circulation & parking, landscaping & buffering, and signage & lighting. Staff recommended the proposal address those Design Guidelines as stated in the Retail Plan. In addition, staff recommended a commitment to the amount of landscaping as shown on the SPEX plat to ensure that adjoining properties and roadways are buffered from the proposed service station.

The applicant responded by stating that the project will comply with the Zoning Ordinance regarding design issues. An illustrative has been submitted of another service station, similar to the one proposed with this application. Examples of the proposed signage have been included on the SPEX plat. However, the issue of lighting has not been addressed, and the applicant has not committed to the amount of landscaping. Per the Retail Plan policies, large parking areas should be landscaped with trees and shrubs to reduce visual impact, retail buildings and parking areas should be sufficiently screened and buffered, and lighting should reduce glare and spillage of light onto adjoining properties and streets.

In addition to addressing the Retail Plan Design Guidelines, the application should address the Architectural Guidelines of the Route 50 Plan. Those policies encourage “consistency throughout the corridor area to promote a sense of place and provide attractive areas for businesses” (Route 50 Plan, Architectural Guidelines, Policy 1, p. 2). The County shall encourage submission of architectural guidelines for new developments along the corridor (Policy 2, p. 2).

Direction on how to create an attractive and unified gateway to Loudoun County can be found in the Route 50 Corridor Design Guidelines, adopted January 4, 2007 (Attachment 2). Within these guidelines are some design improvements that could be incorporated into the proposed service station. In terms of form and roofline, the guidelines suggest that a long expanse of roof should be avoided, and that a sloped roof could be used in lieu of a flat roof. A sloped roof could also screen mechanical equipment. The Guidelines also discuss the use of landscaping at the perimeter of parking areas to screen them from adjacent uses and roadways.

The application should comply with the Design Guidelines of the Retail Plan, as well as the Route 50 Architectural Guidelines of the Route 50 Plan. Design is a concern because of the site's prominent location near the Loudoun/Fairfax County line. The proposed service station will be one of the first projects seen when traveling along Route 50 into Loudoun County from Fairfax. Thus, the application should address the Route 50 Corridor Design Guidelines to ensure a

design of high visual quality, with landscaping, pedestrian connections, and attractive architecture.

Staff recommends the application be revised to comply with the Design Guidelines of the Retail Plan, while also taking into consideration the Route 50 Corrido Design Guidelines. Staff also recommends the gas canopy design be revised to include a roof which is sloped or divided to avoid a long expanse with little variation.

5. Landscaping

To provide an aesthetically pleasing corridor, all properties along Route 50 will be developed with a unified treatment of setbacks and landscaping consistent with the landscaping guidelines established as a result of the Route 50 Task Force Report (Arcola Area/Route 50 Corridor Plan, Policy 1, p. 3). ZOAM 2006-0002, Route 50 Landscaping, was approved on September 12, 2006, to implement the landscaping recommendations of the Route 50 Task Force.

It is the intent of the Arcola Area/Route 50 Corridor Plan for Route 50 to have unified landscaping along the entire length of the corridor through the County, in the form of a Type 5 buffer. A Type 5 buffer is shown the SPEX plat. A condition of approval would ensure the protection and maintenance of all landscaping on site throughout the life of the project.

Staff recommends the applicant commit to the amount of landscaping shown on the SPEX plat, as well as commit to protect and maintain the landscaping throughout the lifetime of the project.

6. Stormwater Management (SWM) & Best Management Practices (BMP)

In the first referral staff recommended specific information regarding what type of SWM/BMP facility is proposed on site and what low-impact development (LID) techniques will be used, as a facility is shown on the SPEX plat along the southern edge of the site, fronting Route 50. In addition, staff recommended an oil and water separator or manufactured BMP be installed around the gas tank and pumping islands, and recommended the applicant discuss this topic with Building and Development (B&D). The applicant has responded by stating that the detail of stormwater management facilities will be determined at site plan. Staff additionally recommended that a spill mitigation plan be developed, which includes information on secondary containment, treatment, and emergency response plans for the storing and dispensing of petroleum products on site, per Plan policy (Revised General Plan, Policy 21, p. 5-12). The applicant has responded by stating they will comply with Zoning Ordinance requirements regarding spill mitigation plans.

Environmental Review Team (ERT) staff within B&D has noted that there is an opportunity to incorporate LID measures in the form of bioretention into the landscaped island between the two entrances. Staff also noted that the bioretention facility should not treat runoff from the fueling area. The applicant states that they will explore these issues at site plan. In order to prevent potential pollution from runoff caused by the proposed gas station use, discussions on stormwater and LID techniques should occur prior to the site plan process. Spill mitigation, containment, and emergency response should also be addressed at this time.

Staff recommends the issues of stormwater and the potential of LID techniques be discussed with staff during the SPEX process. In addition, staff recommends the development of a spill mitigation plan that includes information on secondary containment, treatment, and emergency response, per Plan policy.

7. Lighting

In the first referral staff recommended that proposed lighting be compatible with the visual quality of the service station, while minimizing light pollution and off-site glare. The applicant has responded by stating the application will comply with Zoning Ordinance requirements.

Staff recommends a condition of approval that site, building, and parking lot lighting be designed and constructed with full cut-off and fully shielded fixtures so that the light will be directed inward and downward toward the interior of the property, away from adjacent streets and properties, is confined to the site, and has illumination levels that are no greater than necessary for a light's intended purpose.

8. Catchment or Market Area

In the first referral staff recommended that the application be amended to describe the catchment or market area, as well as an analysis of existing and proposed competing projects in the area, per Plan policy. The applicant has responded by stating the Statement of Justification will be revised to address this issue.

Staff is awaiting the revised Statement of Justification from the applicant. Staff recommends the application be amended to describe the catchment or market area, as well as an analysis of existing and proposed competing projects.

9. Pedestrian Connections

Suburban Communities should be pedestrian-friendly (*Revised General Plan*, Design Guidelines, p. 11-5). The County is committed to establishing an integrated trails system for pedestrians and cyclists, and will work to establish connections among pedestrian and bicycle sidewalks, paths, and trails (*Revised General Plan*, text, p. 5-39). The *Bicycle and Pedestrian Mobility Master Plan* calls for shared-use paths to be a minimum of 10-feet wide and paved (Bike/Ped Plan, text, p. 42).

Since the 1st referral the application has been revised to include an 8-foot multi-use trail along Route 50, as well as a gazebo near the proposed SWM facility. Staff commends the applicant for proposing those active and passive recreational and civic amenities. However, the proposed shared-use paths should be 10-feet to comply with Plan policies.

Also, in order to provide safer access to the gazebo from the service station and convenience store, crosswalks and sidewalks should be provided. These should be depicted on the SPEX plat. The sidewalk should be placed along the perimeter of the proposed SWM facility, and crosswalks should be placed throughout the parking lot.

In addition, a 10-foot wide asphalt trail should be placed along Route 609, Pleasant Valley Road, to connect the service station with other properties. If the proposed retail use is considered ancillary to the industrial uses in the area, then inter-parcel pedestrian connections should be provided to nearby uses.

Staff recommends all trails provided be a minimum of 10-feet in width. Staff also recommends sidewalks and crosswalks be provided on site to allow safer access between the proposed gazebo and the service station. All sidewalks and crosswalks should be depicted on the SPEX plat. In addition, the application should provide a 10-foot wide asphalt trail along Route 609, Pleasant Valley Road to connect the service station with surrounding uses.

10. Access to Route 50

As stated previously, the Area/Route 50 Corridor Plan (CPAM 2005-0007) was approved on October 17, 2006. The Route 50 Plan supports additional retail that exceeds the land use mix in the industrial community north of Route 50 if it meets certain criteria (Route 50 Plan, Policy 2, p. 6). One of the criteria is that the retail use cannot access Route 50 directly. The proposed service station contains a right-in-only entrance with a turn lane off of Route 50. Right-in/right-out access is not envisioned for Route 50 when it becomes a limited access highway.

Staff recommends a commitment to completely remove the proposed entrance onto Route 50 at such time as the interchange construction plans are approved.

RECOMMENDATION

Staff is unable to recommend approval of the proposal until the outstanding issues, as identified above, are resolved. Staff notes that the proposed service station, restaurant, and convenience store could be an appropriate use in the subject site, provided that the proposal addresses Revised General Plan policies and the Route 50 Plan policies. This includes revising the design of the site to take into consideration the Design Guidelines of the Route 50 Plan, and committing to remove access onto Route 50 once the interchange construction plans are approved. Staff recommends the application be revised to address the following:

1. Preserve and maintain the Eastern Red Cedars on the northern portion of the subject site to serve as the buffer between the subject site and the property to the north;
2. Depict the accurate limits of the floodplain and river and stream corridor resources on the SPEX plat so that staff can fully evaluate the impact of the proposed project on the environmental resources;
3. Comply with the Design Guidelines of the Retail Plan, as well as the Route 50 Corridor Guidelines of the Route 50 Plan; Design the gas canopy to include a roof which is sloped or divided to avoid a long expanse with little variation;
4. Commit to the amount of landscaping shown on the SPEX plat; Commit to the protection and maintenance of landscaping throughout the lifetime of the project.
5. Discuss issues of stormwater and the potential of LID techniques with staff during the SPEX process; Develop a spill mitigation plan that includes information on secondary containment, treatment, and emergency response, per Plan policy.
6. Commit, in the form of a condition of approval, to site, building, and parking lot lighting that is designed and constructed with full cut-off and fully shielded fixtures so that the light will be directed inward and downward toward the interior of the property, away from adjacent streets and properties, is confined to the site, and has illumination levels that are no greater than necessary for a light's intended purpose;

AM

7. Amend the application to describe the catchment or market area, as well as an analysis of existing and proposed competing projects; and,
8. Provide trails at a minimum 10-feet in width; Provide sidewalks and crosswalks on site to allow safer access between the proposed gazebo and the service station; provide a 10-foot wide asphalt trail along Route 609, Pleasant Valley Road.

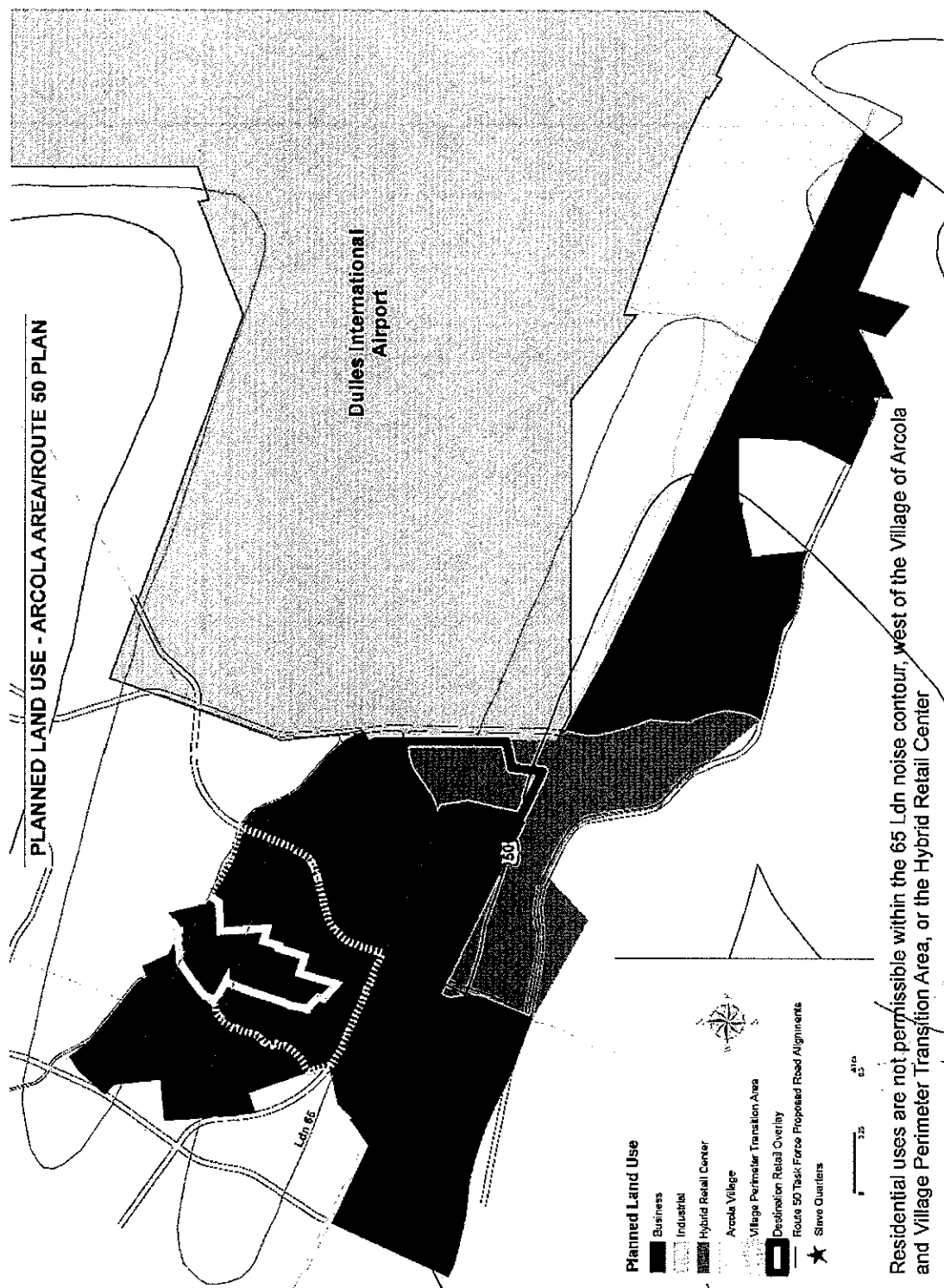
Staff would be happy to meet with the applicant to discuss these issues.

ATTACHMENT

Attachment 1: Arcola Area/Route 50 Corridor Planned Land Use Map
Attachment 2: Route 50 Corridor Design Guidelines

cc: Julie Pastor, AICP, Director, Planning
Cynthia L. Keegan, AICP, Program Manager, Community Planning

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Residential uses are not permissible within the 65 Ldn noise contour, west of the Village of Arcola and Village Perimeter Transition Area, or the Hybrid Retail Center

November 9, 2006 - Updated to reflect CPAM 2004-0008, East Gate Assemblage and CPAM 2005-0007, Arcola Area/Route 50

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County of Loudoun
Department of Planning
MEMORANDUM

DATE: June 14, 2007

TO: Nicole Steele, Project Manager
Land Use Review

FROM: Melanie L. Wellman, Planner
Community Planning

SUBJECT: SPEX 2005-0040, Holtzman Oil – 3rd referral

BACKGROUND

Holtzman Family Limited Partnership, the applicant, is requesting a Special Exception to allow the development of a service station with fuel pumps, a convenience store, and a Denny's restaurant on approximately 2.98 acres. The subject site is located at the northwest intersection of John Mosby Highway (Route 50) and Pleasant Valley Road (Route 609) near the Fairfax County line. The site is zoned CLI (Commercial – Light Industry) per the provisions of the 1993 Zoning Ordinance and is planned for Industrial uses according to the Revised General Plan.

Community Planning outlined several outstanding issues in a 2nd referral dated March 29, 2007. Staff also met with the applicant on April 11, 2007. Since that time, some of staff's concerns have been resolved, including those related to the Eastern Red Cedars on site, the floodplain, commitment to some forms of low impact development (LID), lighting, catchment area, and the provision of pedestrian connections. However, staff continues to be concerned with the design of the restaurant and convenience store, and how the proposed design implements the Route 50 Corridor Design Guidelines and the design policies of the Retail Plan. In addition, the applicant has not committed to the amount of landscaping on site. In addition, the right-in-only entrance off of Route 50 is not supported by Plan policy. These outstanding issues are outlined in further detail below.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The site is governed by the Revised General Plan (Plan), the Revised Countywide Transportation Plan (Revised CTP), the Arcola Area/Route 50 Corridor Plan (Route 50 Plan), and the retail policies of the Countywide Retail Plan Amendment (Retail Plan). The subject site is located within the Dulles Community of the Suburban Policy Area. The Plan specifies the subject site as suitable for Industrial uses (Revised General Plan, Planned Land Use map, p. 7-23; Arcola Area/Route 50 Corridor Planned Land Use Map – Attachment 1).

The policies of the Loudoun County Bicycle and Pedestrian Mobility Master Plan (Bike/Ped Plan) also apply.

OUTSTANDING ISSUES

1. Design

In the 1st and 2nd referral staff recommended the applicant comply with the Design Guidelines of the Retail Plan, as well as the Route 50 Architectural Guidelines of the Route 50 Plan. Design is a concern because of the site's prominent location near the Loudoun/Fairfax County line. Staff noted that the Route 50 Corridor Design Guidelines provide direction on how to create an attractive and unified gateway to Loudoun County (Attachment 1). Staff recommended the application be revised to take into consideration those guidelines, and to include a roof which is sloped or divided to avoid a long expanse with little variation.

While the applicant has not submitted elevations of the proposed gas canopy, the applicant has submitted elevations of the service station and convenience store buildings, indicating the color and materials to be used. The design shows large towers with red metal roofs on the end and middle of the buildings, which will have signs indicating the "Denny's" and "7-Eleven" stores. Staff recognizes the applicant is proposing a divided roofline to avoid a long, flat expanse. However, the proposed towers appear out of scale with what is envisioned along this corridor. In addition, the materials proposed include metal and concrete. Alternative local materials, such as brick, could enhance the appearance of the proposed convenience store and service station. Staff has provided an example illustrative of an approved service station in another locality which shows how brick, attractive architecture, varying rooflines, and a less obtrusive gas canopy were incorporated into a service station design (Attachment 2). This example could provide some ideas for the proposed service station and convenience store along Route 50. If the gas canopy cannot be redesigned to exhibit a varying roofline, the application should consider relocating the canopy near the rear of the service station, behind the proposed buildings. This would also be in conformance with Plan policies and the Route 50 Corridor Design Guidelines, which envision buildings to be positioned near streets to allow for better pedestrian mobility to and from the site.

Staff recommends that the proposed convenience store and service station be redesigned to comply with the Design Guidelines of the Retail Plan, while also taking into consideration the Route 50 Corridor Design Guidelines. Staff also recommends that elevations and design details for the gas canopy be submitted. Staff recommends a design that exhibits high-quality attractive architecture, varying rooflines, local materials, and an unobtrusive gas canopy. The proposal should take into consideration that the proposal will be a gateway feature as travelers enter Loudoun County along the Route 50 Corridor.

2. Landscaping

In the 2nd referral staff recommended the applicant commit to the amount of landscaping shown on the SPEX plat (including the Type 5 buffer), and a commitment to the protection and maintenance of landscaping throughout the life of the project. It is the intent of the Arcola Area/Route 50 Corridor Plan for Route 50 to have unified landscaping along the entire length of the corridor through the County, in the form of a Type 5 buffer. A Type 5 buffer is shown on the SPEX plat along Route 50, and additional landscaping is shown around the perimeter of the site and internally. However, the applicant has not committed to providing the amount of landscaping shown. To ensure an aesthetically pleasing corridor with sufficient landscaping and buffering, staff recommends a commitment to the amount of landscaping shown, particularly if the applicant intends to replace the Eastern Red Cedars along the northern edge of the site.

Staff recommends the applicant commit to the amount of landscaping shown on the SPEX plat, as well as commit to the protection and maintenance of landscaping throughout the life of the project.

3. Access from Route 50

The application is proposing a right-in-only entrance off of Route 50. In the 1st and 2nd referral staff explained that right-in access is not envisioned for Route 50 when it becomes a limited access highway. Staff recommended a commitment to completely remove the right-in-only entrance at such time the interchange construction plans are approved for that location. Staff was recently informed that an interchange is no longer planned at Pleasant Valley Road. Therefore, staff is unable to support access from Route 50, per Plan policy (Route 50 Plan, Policy 2c, p. 5). Plan policies envision Route 50 to develop as a boulevard, with limited access points. A right-in-only is not in keeping with the boulevard vision.

Staff recommends the right-in entrance from Route 50 be removed and that access be provided onto Pleasant Valley Boulevard, as shown on the plat, and through inter-parcel connections.

RECOMMENDATIONS

Staff is unable to recommend approval of the application until staff's concerns regarding the design and landscaping have been resolved. Staff recommends the application exhibit a design as recommended above, as well as commit to the amount of landscaping as shown on the SPEX plat. In addition, staff recommends the right-in entrance from Route 50 be removed, per Plan policy.

Staff would be happy to meet with the applicant to discuss these issues.

ATTACHMENTS

Attachment 1: Route 50 Corridor Design Guidelines
Attachment 2: Illustrative of service station design for reference

cc: Julie Pastor, AICP, Director, Planning
Cynthia L. Keegan, AICP, Program Manager, Community Planning

ROUTE 50 CORRIDOR

DESIGN GUIDELINES

January 4, 2007

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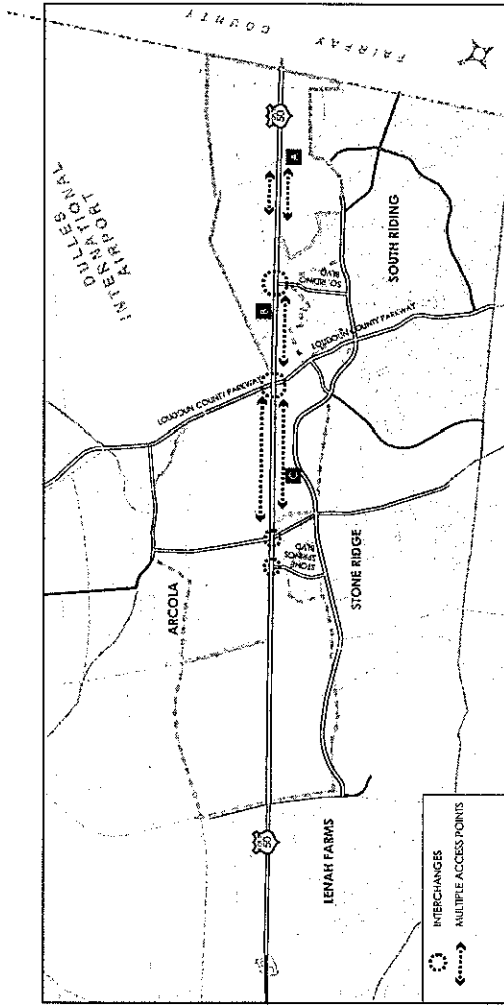
BACKGROUND

The Route 50 corridor study area is located between the Fairfax/Loudoun County line and Lenah Road. The study area extends to the north and south to include the area of a planned parallel road network and is bordered by Dulles International Airport and existing residential communities. In this area, current land uses include a range of commercial and industrial uses with an emerging retail presence near its newer planned residential communities.

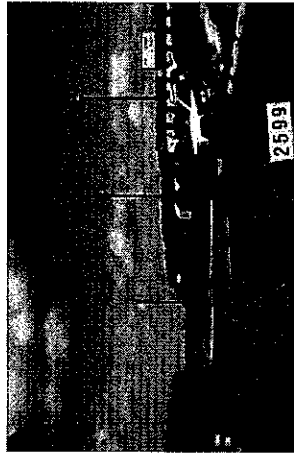
The Route 50 corridor is a gateway to Loudoun County; it links the Washington metropolitan area with southern Loudoun County and visitor destinations in western Loudoun County. For this reason, the Route 50 Task Force was formed to identify issues and make recommendations to help create an attractive entrance gateway.

The task force identified limited landscaping, minimal buffering along the roadway, a variety of uncoordinated signage and fencing, and unscreened storage and parking areas. A number of existing homes and businesses have direct access to Route 50 resulting in frequent intersections and access points. Structures are sited at inconsistent distances from the roadway and vary in scale, material and form. As a result, the corridor lacks a coherent visual theme and does not create a sense of arrival in Loudoun County. The task force recommends the establishment of a gateway theme to create a unified feel and image on the corridor.

BACKGROUND



Route 50 Corridor study area in Southern Loudoun County



METHODOLOGY

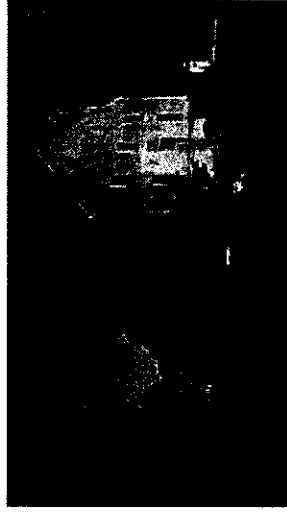
The Route 50 Corridor Design Guidelines are based on Loudoun County's building traditions. The settlements of Loudoun County were compact towns and villages set in a scenic landscape. A town or village acted as a community center; providing goods, services and opportunities for social interaction in a well-connected activity cluster. The settlement pattern is exemplified by the town of Middleburg and the village of Aldie - two visitor destinations on Route 50.

Loudoun County encourages a similar pattern of mixed use development - the guiding principle is the relationship between circulation and activity. An effective mixed use development creates a concentrated activity node, not a diffused strip. The goal is to create urban clusters, stimulate pedestrian activity, and create spaces of interaction.

The Route 50 Corridor Design Guidelines illustrate the type of development that is desired on the Route 50 corridor by presenting general design principles with clear goals and strategies. Suggestions for the implementation of the guidelines are organized in two sections: Existing Development and New Development. Existing Development is intended for owners and designers planning site or building improvements to existing structures. New Development provides basic design guidance for new development.

The Route 50 Corridor Design Guidelines are not intended to address every issue and will not be applicable in every circumstance. The intent is to provide developers, owners and reviewers with the guidance and flexibility to achieve the goals of the community. The guidelines provide some specific recommendations but are not a substitute for the requirements set forth in the Zoning Ordinance and Comprehensive Plan. Each project must follow all relevant ordinances and policies.

METHODOLOGY



VISION

Route 50 is a heavily traveled roadway, the construction of additional travel lanes and upgraded interchanges is underway. Route 50 will become a limited access thoroughfare; north and south collector roads will provide access to parcels fronting the roadway. The parallel road network will also create alternate circulation routes to increase connectivity and reduce traffic volume.

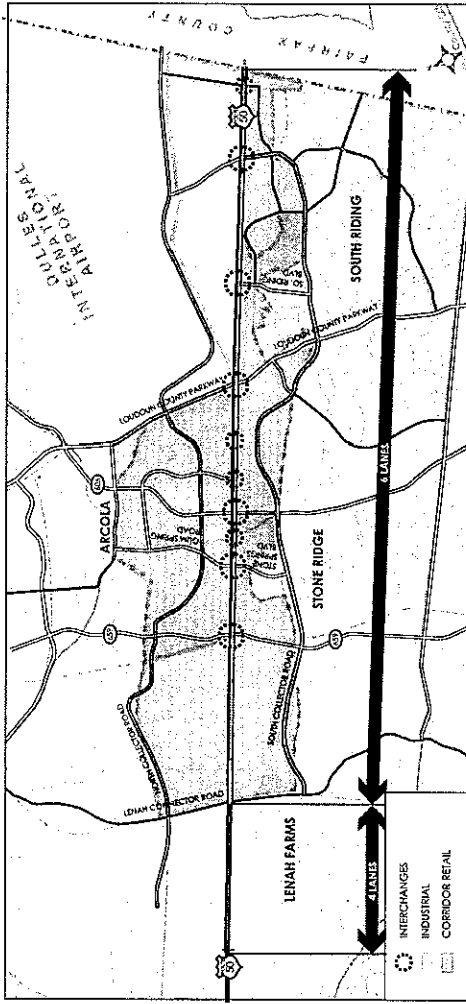
The Route 50 corridor is envisioned as a mixed use district with unified development of complementary scale, material and form. Landscape and architectural guidelines will support this effort by creating consistency and transition to promote a sense of place.

Landscape improvements will create a boulevard environment on the Route 50 Corridor. The Loudoun County Gateway Guidelines provide planting details and site elements for buffer setback planting opportunities for existing and future development. Canopy trees, stone site walls, board fencing and smaller plantings will frame the Route 50 corridor, creating a sense of enclosure and transition to mark Loudoun's Entrance Gateway.

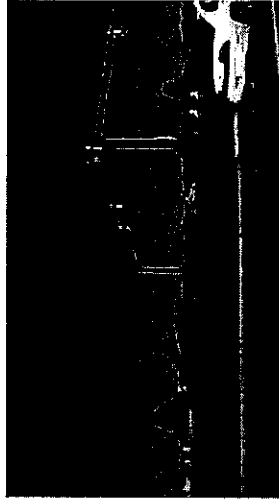
The Route 50 Corridor Design Guidelines address architectural issues for new and existing structures. The guidelines provide suggestions for continuing the gateway theme with building arrangement and design. Site and building arrangements will frame open space to create a transition from corridor to neighborhood and building design will reinforce a sense of enclosure and provide a transition to human-scale.

Note: The Route 50 Task Force Landscaping Recommendations were addressed as part of a zoning ordinance amendment which was adopted on September 12, 2006. Please refer to ZOAM 2006-0002 for the adopted language in Section 5-1400 of the ordinance which requires specific buffering and landscaping treatment for the Route 50 corridor.

VISION



Route 50 Corridor Transportation Plan

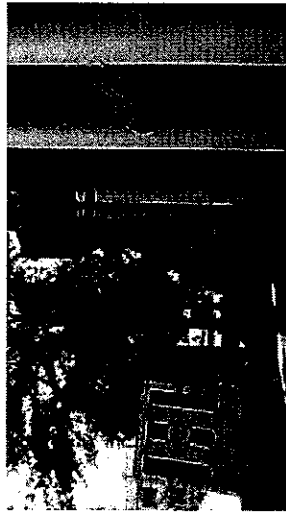


GOALS AND STRATEGIES

The Route 50 Corridor Design Guidelines are intended to achieve three basic design goals with a series of related strategies:

- 1 **Create a sense of arrival in Loudoun County.**
 - Create gateways at points of entry and transition.
 - Use landscape and building arrangement to mark a transition from corridor to neighborhood.
 - Use building design to provide transitions from neighborhood to pedestrian scale.
- 2 **Reinforce a sense of place with architectural design.**
 - Use design elements of complementary scale, material and form to create visual connections.
 - Use compact development to enclose and define space.
 - Create streetscapes with building and landscape arrangements.
 - Reduce parking impact to bring attention to building design.
- 3 **Unite new and existing development to create a functional and visually pleasing corridor.**
 - Create pedestrian friendly environments; consider human-scale and opportunities for community interaction.
 - Mix and connect uses to create self-sustaining neighborhoods.
 - Use shared community amenities such as public art, plazas or landmarks to create connections.
 - Extend streetscapes to connect public destinations with residential areas.

GOALS AND STRATEGIES



IMPLEMENTATION : EXISTING DEVELOPMENT

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OVERVIEW

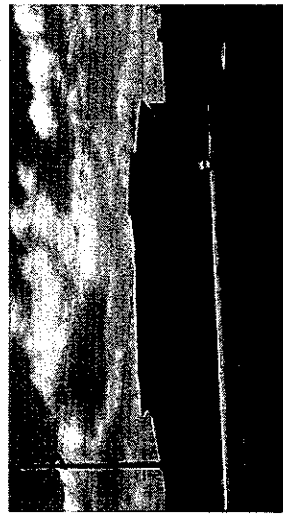
Each of the existing buildings on the Route 50 corridor is distinct. The buildings were developed individually and for specific uses. The result is a range of structures that vary in size, function and appearance. The relationship of existing structures to the Route 50 corridor also varies and is changing. The expansion of Route 50 has brought the roadway closer to existing structures and the development of parallel collector roads will result in new access points for existing parcels. For this reason, the key strategies for improving existing development will be to address site and orientation issues.

The guidelines illustrate a range of possible improvements, from the addition of simple screening devices to complete changes in appearance and orientation. Factors of building type and function, project goals and budget will impact the level of change. The individual nature of existing parcels and structures may preclude physical connections with new development - but each structure should reinforce the goals of the community and create a connection to its neighborhood.

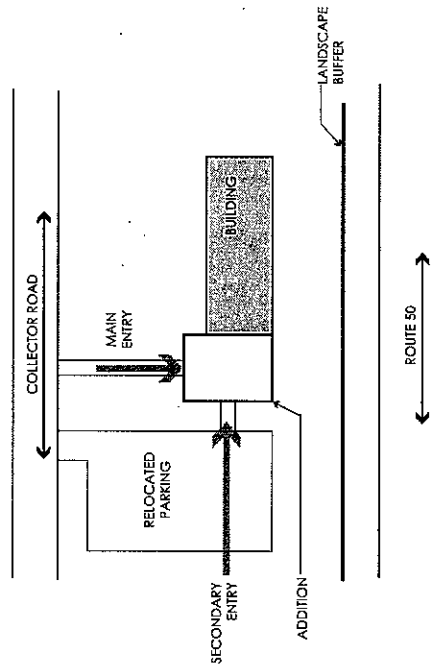
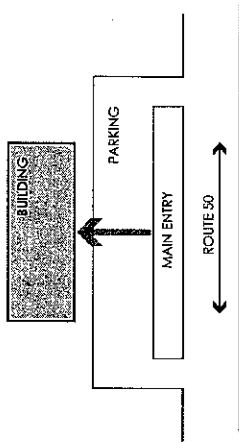
The goal for existing buildings is to:

- Convey a sense of human scale
- Use high quality materials and construction
- Provide pedestrian amenities at walkways
- Emphasize the main entry elevation and coordinate all elevations

OVERVIEW



SITE IMPROVEMENTS



- 1 The orientation of existing buildings may shift to planned collector roads. Consider relocation of the main entry and parking to connect to the planned road network and neighborhood.

SITE IMPROVEMENTS

Planned transportation improvements will change site circulation on existing parcels. This creates an opportunity to relocate parking and service areas to less prominent locations and provide screening.

This chapter provides suggestions for site improvements including:

- Building Orientation
- Parking
- Service Areas
- Site Elements

BUILDING ORIENTATION

A building is perceived to have front, side and back elevations. The 'front' of the building is the main elevation and entrance, orientation refers to the direction it faces. The orientation of existing buildings may shift with planned transportation improvements changing the direction of access and making side and rear elevations more prominent.

- 1 A building may have more than one orientation if the site has street frontage on two roadways.

- The elevations should be composed in hierarchy to respond to its orientation. The primary entrance should be located on the most prominent elevation from the access roadway.
- A secondary entrance may be oriented to minor roadways, interior blocks or parking lots for convenience.

PARKING

A key strategy for the improvement of the Route 50 corridor is to reduce the visual impact of parking. The goal is to accommodate parking needs but avoid the look of strip development with extensive parking. The perception of parking scale is moderated by concealing or screening portions of parking areas with building and landscape.

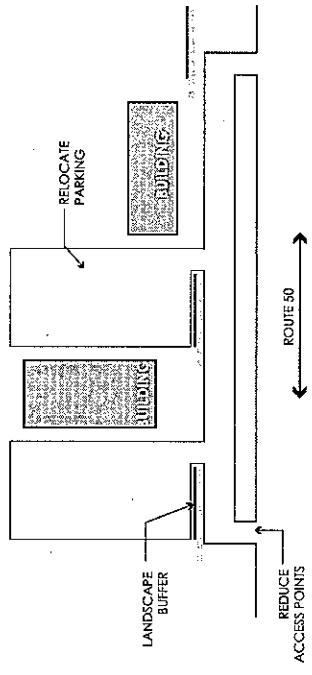
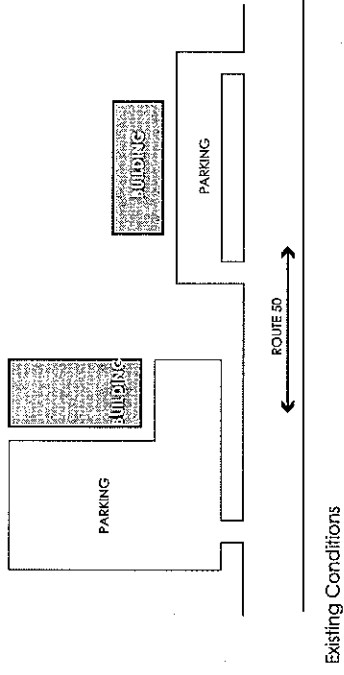
1 Reduce the visual impact of parking areas.

- Parking areas should not front on main collector roads or Route 50. If possible, relocate a portion of parking to the side and back of buildings.

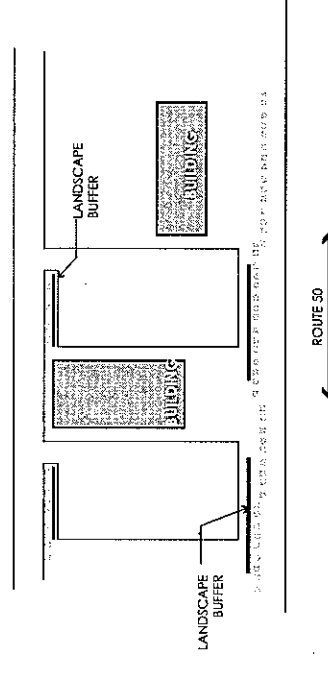
2 Use landscape to screen and buffer parking areas.

- Provide a landscape buffer at the perimeter to screen parking areas from adjacent developments and roadways.
- Divide a large parking lot into sections with landscaped dividers. Add a landscaped path or groups of shade trees to delineate parking sections.

SITE IMPROVEMENTS

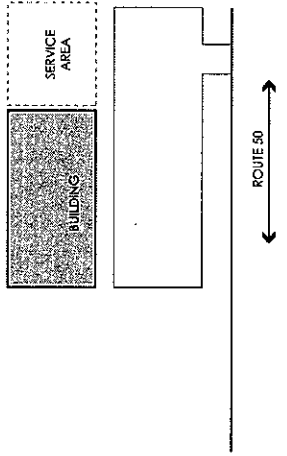


- 1 Relocate parking to minimize visual impact, reduce access points to Route 50.

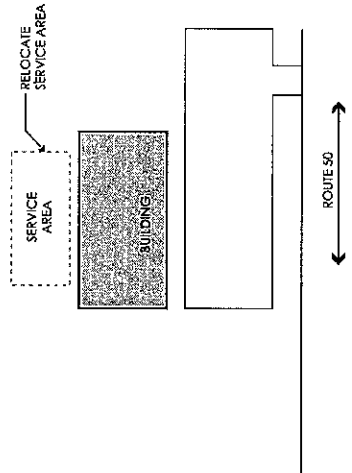


- 2 Create access to new collector roads and use site elements and landscape to screen parking areas.

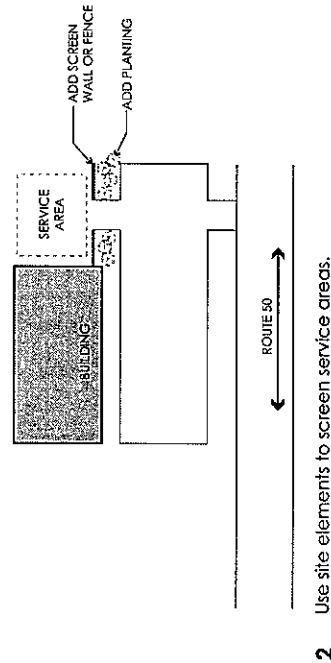
SITE IMPROVEMENTS



Existing Conditions



1 Relocate service areas to minimize visual impact.



2 Use site elements to screen service areas.

IMPLEMENTATION : EXISTING DEVELOPMENT

A44

SERVICE AREAS

A number of sites on the Route 50 corridor have extensive outdoor storage areas. In some cases, support areas are screened with fencing or clusters of storage buildings. In a few cases, loading and storage areas, on-site utilities, mechanical units, and garbage containers are in clear view of the corridor. Relocating, organizing or screening service areas will improve the appearance of the corridor and existing business with little impact to site or building function.

1 Reduce the visual impact of service areas from roadways and adjacent development.

- Mechanical equipment, service or storage areas and trash receptacles should not have frontage on main roadways or be visible from the main elevation.
- If possible, relocate service areas to an area which is not publicly visible.

2 Service areas and mechanical units should be screened from view.

- A wall compatible with the building finish and design may be used to define and screen a support area. The wall should adhere to architectural guidelines for material and articulation.
- Use site elements and landscape to screen service areas and mechanical units located at ground level.
- Rooftop Mechanical Units should be screened by architectural features compatible with the building façade and architecture.

SITE ELEMENTS

The Loudoun County Gateway Guidelines call for planting and site elements to create a sense of enclosure and mark the entrance to Loudoun County. Landscape improvements and buffer setback plantings along the Route 50 corridor will create common site elements between existing and future development. Common site elements provide continuity and help connect and transition incompatible structures, functions, or new and existing development. Site elements can also provide effective screening for parking, and service areas.

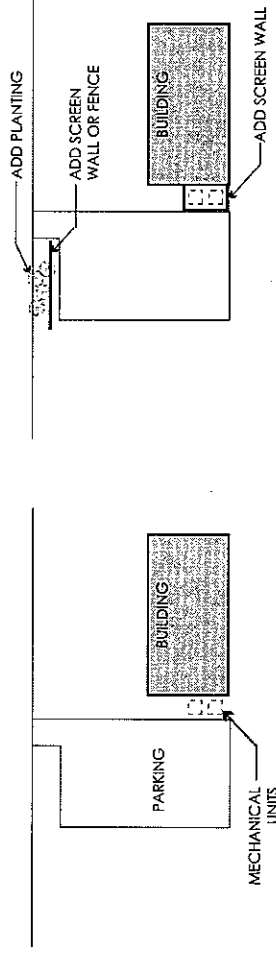
1 Site walls, fencing and screen walls should be consistent with design guidelines for buildings.

- The design of site elements should be consistent with the building design in scale and material.
- Avoid a blank screen wall, elements longer than 50 feet should be divided with piers or landscaping at an interval consistent with the adjacent buildings.
- Preferred fencing materials are specified in the Landscape Guidelines.

2 Use site elements to create buffer zones and screens.

- Use site walls or fences, and planting to screen service areas, outdoor storage and utilities.
- Use plantings to define the edges of open spaces and parking areas.
- Use a landscape buffer between incompatible uses or buildings.

SITE IMPROVEMENTS

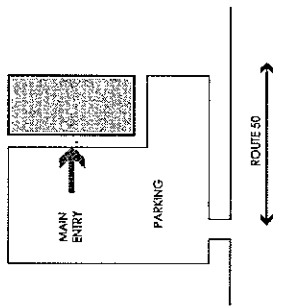


- 1 Use site elements to screen service areas, mechanical units and site utilities.



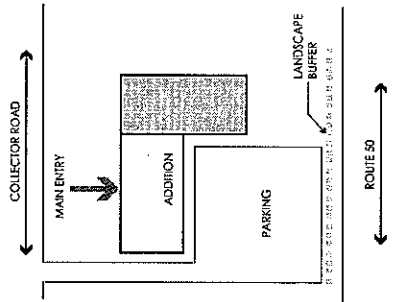
- 2 It may not be feasible to create visual connections between building that vary in scale and orientation. Use a landscape buffer between incompatible building types if an architectural transition is not possible.

BUILDING IMPROVEMENTS



1 Existing Conditions

Plan additions to bring existing buildings into conformance with the design guidelines. An addition may be used to reorient an existing building to new roadways and screen parking and service areas.



BUILDING IMPROVEMENTS

Existing development on the Route 50 corridor consists of individual structures that vary in scale, material and form. The goal for the corridor is to create a consistent feel to link new and existing development. It is not necessary - or desirable - for every structure to look the same. The strategy is to create visual relationships with complementary scale, material and form. The following suggestions are based on the notion of conveying human-scale as the common scale of new and existing development.

General suggestions are provided concerning the topics of:

Form & Roofline
Façade

FORM & ROOFLINE

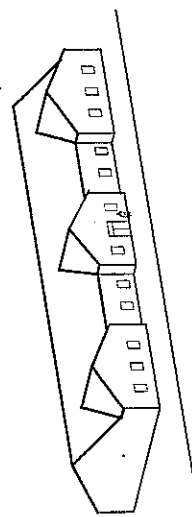
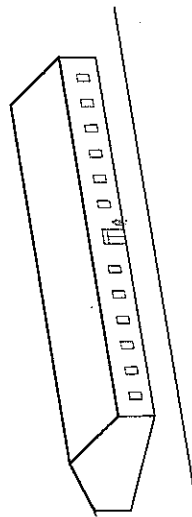
The following suggestions refer to form and roofline changes to help create a sense of scale and transition between new and existing development.

1 Plan additions to bring existing buildings into conformance with design guidelines.

- Coordinate the arrangement of building additions with proposed development and transportation improvements.

2 Avoid long expanses of wall or roof on large-scale buildings.

- A long expanse of roof should be avoided, divide roof form with dormers, cupolas, or a change in roof line.
- Create variations in wall surfaces to visually divide a large form into smaller modules.
- A change in roof form or height can be used to emphasize an entrance or create a covered walkway.



- 2 Create variation in wall surface, roofline and form with building modules. Appropriately scaled building modules help moderate the scale of large buildings.

IMPLEMENTATION : EXISTING DEVELOPMENT

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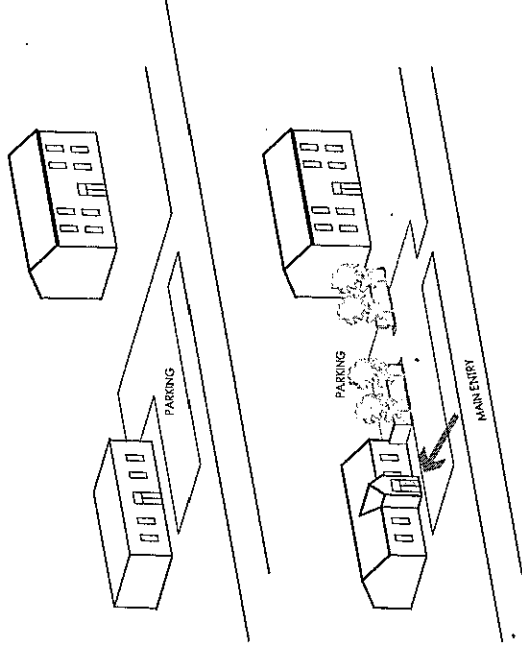
3 Replace a flat roof with a sloped roof.

- The addition of a sloped roof to a one story building with a flat roof increases its visibility. It may also be used to screen mechanical equipment and improve the appearance of a structure.
- A sloped roof may be used as a transitional element to link developments of varied scale and function.

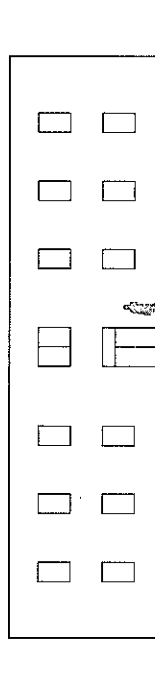
4 Articulate the elevation of a flat roof building with a parapet or cornice detail.

- Elevations should be articulated to create a base, middle and top. A contrasting cornice creates a top edge of the building.

BUILDING IMPROVEMENTS

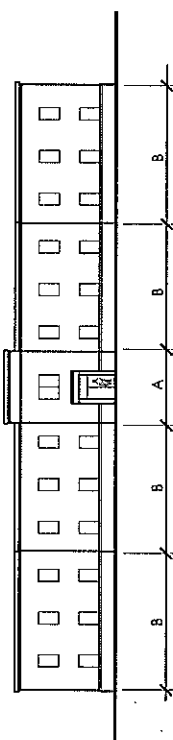
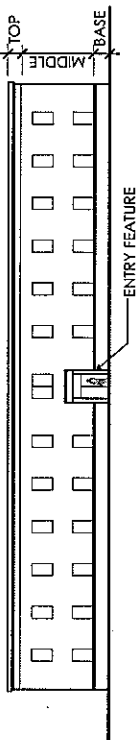
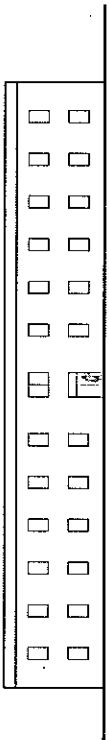


- 3** The addition of a sloped roof may be used to create a transition to adjacent development.

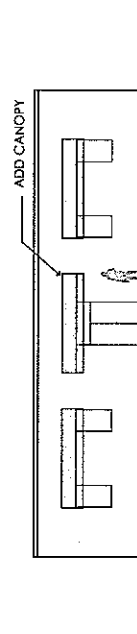
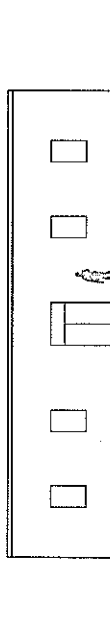


- 4** The addition of an extended parapet highlights the building entrance. The vertical division defines the building mass as three separate elements and create a sense of scale.

BUILDING IMPROVEMENTS



- 1 The addition of architectural detail provides scale and defines a base, middle and top of building. An entry feature highlights the main entrance and lends human-scale.



- 2 The addition of an awning emphasizes the primary elevation by creating a pedestrian zone near the entrance. Awnings create a horizontal line that articulate the building facade.

FAÇADE

The addition of architectural detail is an effective strategy for creating human-scale elements. Suggestions for facade development are organized in two topics:

- Articulation
- Building Entrances & Windows
- Material & Color

ARTICULATION

Articulation refers to the use of architectural detail to highlight distinct components of a building design. The contrast of different materials or building components creates a defining line or joint contributing to an overall sense of scale. When architectural details and joints are properly placed a sense of human-scale is created.

- 1 **Revitalize blank walls with the addition of detail and openings.**
 - Articulate facades to create a base, middle and top.
 - Delineate the base, middle and top of a building with contrasting materials and elements such as water tables, wall and eaves or cornices.
 - Each elevation should be constructed using similar colors, materials, windows and decorative accents as the main elevation.
- 2 **Create human scale with architectural details.**
 - A covered walkway creates a pedestrian scaled zone and reinforces movement. An arcade or awnings can be added to an existing building without major architectural changes and helps to create depth, contrast and interest in a façade.
 - Contrasting horizontal elements break down the height of walls. Vertical elements, such as exterior piers or columns, create divisions in long walls.

A49.

BUILDING ENTRANCES & WINDOWS

The design of building openings is a civic gesture. The entry of a building should be prominent, identifiable and create an entrance transition. A hard to find entrance or building without windows does not welcome visitors or connect with adjacent development. Consider the placement and proportion of openings to create connections to adjacent development, new roadways and to highlight a building entry.

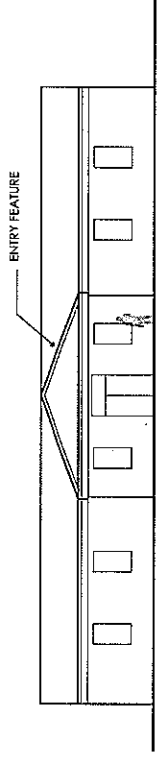
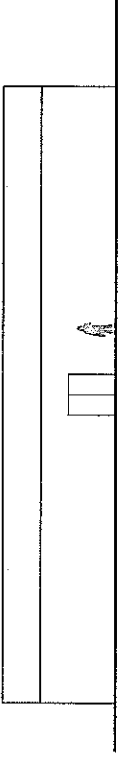
1 Clearly define the primary entrance.

- An entry feature creates a transition area and highlights the main entrance.
- An awning or roof feature can be used to create an entry feature.
- Paving or other decorative elements help reinforce an entry feature.

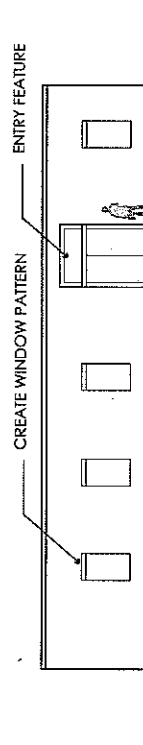
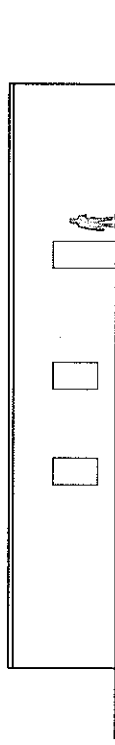
2 Create a consistent pattern of openings that reinforces the primary entrance.

- A regular pattern of openings and prominent entry is consistent with the design heritage of the area; traditional window proportions are square or vertical.
- Proportion openings to create a hierarchy that emphasizes the main elevation and entrance.

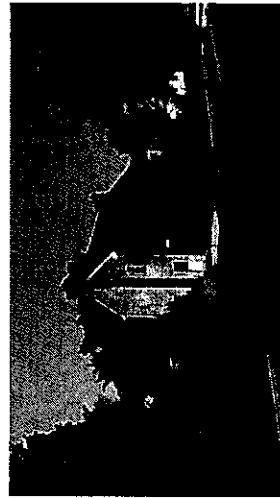
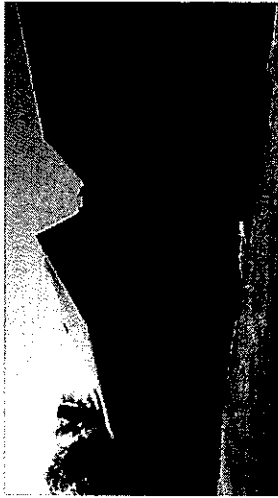
BUILDING IMPROVEMENTS



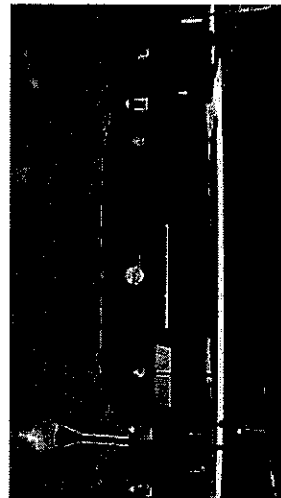
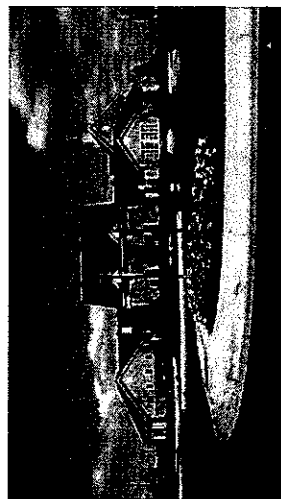
- 1 Create an entry feature with the addition of a roof feature or variation in form.



- 2 Creating a consistent pattern of openings helps to define the primary elevation and main entry.



1 Natural and durable materials, such as stone and brick, are preferred. Similar materials, such as split face block and finished concrete, may also be used.



2 Each elevation should be constructed with the same or similar materials and details.

3 Revitalize a building facade by adding elements of contrasting materials and colors.

MATERIAL & COLOR

Material and color define the appearance of a building and the feel of the neighborhood. The use of natural and durable materials like brick, stone and wood is preferred because they convey a sense of permanence and tradition. These materials also provide texture, pattern and contrast which contributes to an overall sense of scale. A similar look may be achieved with more modern materials such as split-face block, finished concrete, and metal. In addition they contribute texture, pattern and contrast which helps to provide scale.

1 Replace discouraged or deteriorated materials with preferred materials.

- Clad or replace standard concrete block, metal siding and unfinished concrete with natural stone, brick or wood siding.
- Matte surfaces are preferred; highly polished, glossy or reflective surfaces should be replaced or repainted.

2 Each elevation should be constructed using similar materials and details.

- Secondary elevations and additions should be consistent with the existing structure in material, color and texture.

3 Revitalize a building façade with the addition of contrasting materials or colors.

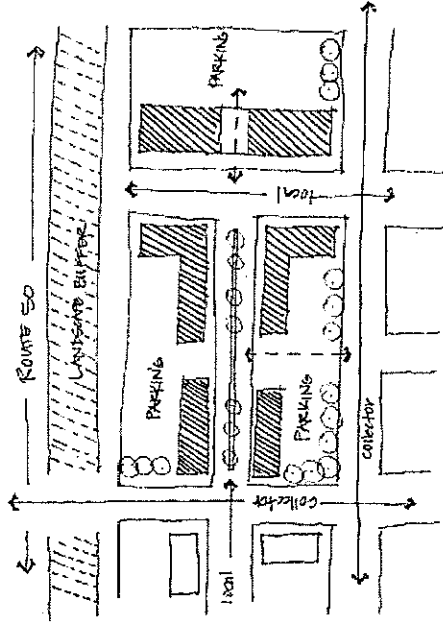
- The addition of contrasting materials and colors may be added to provide scale and visual contrast.

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IMPLEMENTATION : NEW DEVELOPMENT

A53

OVERVIEW



1 Main Street Pattern

OVERVIEW

Loudoun's Entrance Gateway will be marked with canopy trees, stone site walls, board fencing and smaller plantings to frame the Route 50 corridor and create a boulevard environment. Route 50 will become a limited access thoroughfare and access to parcels fronting the roadway will be provided by north and south collector roads. As a result, development along the Route 50 corridor will be visible from multiple directions. The following recommendations should be considered for buildings and parking areas which are visible from Route 50, main roadways and neighboring development.

The Route 50 corridor is envisioned as a mixed use district with unified development of complementary scale, material and form. The goal for the Route 50 corridor is to create pedestrian oriented development and reinforce a sense of place. A sense of place implies a distinct place but is not strictly an issue of design; activity and community interaction make places vibrant and attractive. To achieve this goal, new development should focus on building neighborhoods rather than individual structures. Development should be planned to connect to neighboring areas with streetscapes and walkways and to use architectural elements of complementary scale and form.

A key strategy is to create development in mixed-use activity centers rather than individual structures or strip developments that distribute visitors and activity along roadways. Development patterns illustrate how site and building arrangements can frame open space to create a transition from corridor to neighborhood and reinforce a sense of place.

DEVELOPMENT PATTERNS

Development patterns should utilize compact building arrangements to frame streetscapes and screen parking and service areas. The goal of compact development is to create vibrant, pedestrian oriented, mixed-use development that promotes community interaction. Compact development also utilizes valuable land efficiently and preserves open space for parks, trails, landscape buffers and other civic spaces. The following examples illustrate sample development patterns; other options may be developed.

1 Main Street

- A landscaped avenue is the core element of the Main Street Pattern. Buildings are arranged parallel to the roadway to define a streetscape and conceal parking and service areas behind the building. Frequent pedestrian connections are provided to parking and neighboring development.

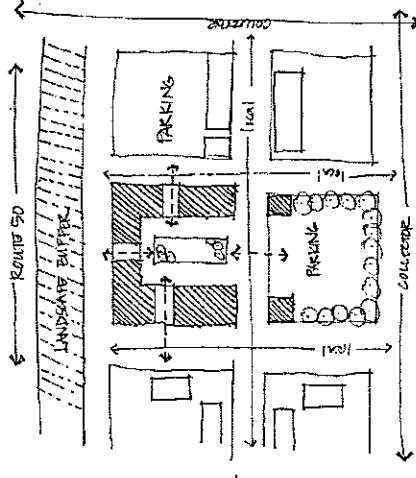
2 Plaza

- A central plaza is the core element of the Plaza pattern. Buildings are arranged to define a central plaza. Parking is located behind buildings and screened by landscaping. Pedestrian connections are provided to parking, across roadways, and neighboring development. A variation on the plaza pattern would be to locate the plaza at the end of a street to create a terminating view.

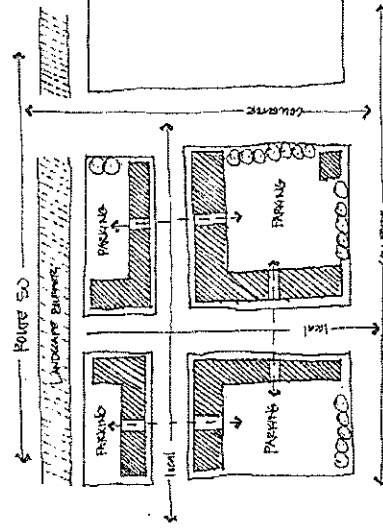
3 Commercial District

- Local streets are the core element of the Commercial District Pattern. Buildings are arranged parallel to the roadway to define a streetscape and conceal parking and service areas behind the building. A concentration of retail and other public functions promotes activity in a defined area. Pedestrian connections are provided by the continuation of local streets to neighboring development.

OVERVIEW

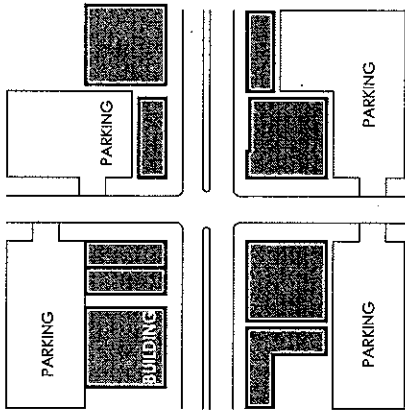


2 Plaza Pattern



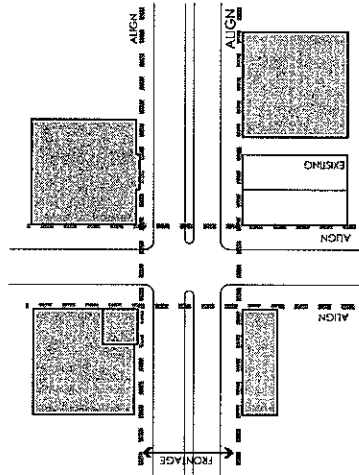
3 Commercial District Pattern

SITE DESIGN

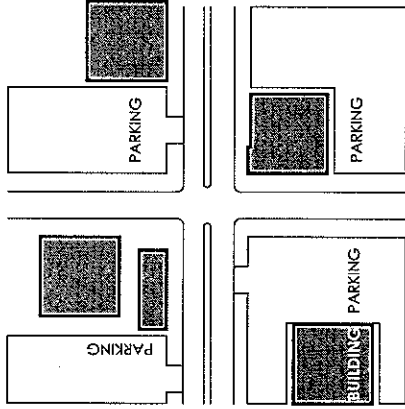


1 DO THIS

Use building mass to define corners and street walls.



2 Align buildings to create a continuous street wall.



AVOID THIS

Parking is more prominent than buildings. Buildings are not aligned at the corners or along the street.

SITE DESIGN

The placement of site elements is essential to their function and contributes to the quality of new and neighboring development. This chapter provides guidance for site design with recommendations for:

- Building Arrangement
- Streetscape
- Parking
- Service Areas
- Site Elements

BUILDING ARRANGEMENT

Building arrangement refers to the basic issues of site and building design: setback, orientation, and composition. The arrangement of buildings defines the appearance of a community and establishes open space. A coordinated building arrangement may be used to connect neighboring developments or new and existing construction.

1 Building setbacks should be limited to allow building design to define the area.

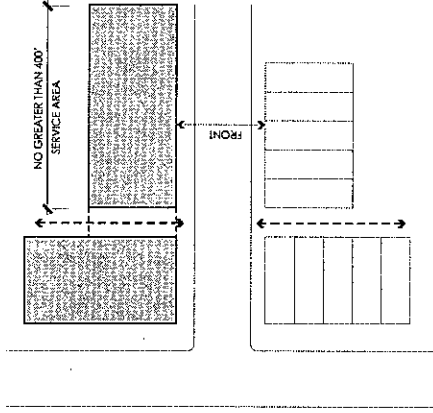
- Avoid the placement of large parking lots or other open spaces at the street edge. Try to create a continuous street wall with a contiguous building arrangement.
- The primary elevation of a building should be oriented to main roadways with automobile access to the side and back of the building.

2 Limit setback variation to connect neighboring development.

- Align building setbacks on adjacent parcels and across streets where possible to reinforce the composition of buildings.
- New development should have similar setbacks and orientation to adjacent existing structures.
- In transitional areas, buildings which accommodate different functions should have similar setbacks.

3 Building should be arranged to relate to adjacent buildings and developments.

- In large mixed-use developments, a portion of the development or an entrance should be oriented to adjacent developments.
- Large developments should provide for the continuation of pedestrian paths from adjoining neighborhoods or local streets.
- Avoid orienting service areas to the primary elevation of adjacent development.



4 Use a compact building arrangement to encourage pedestrian circulation.

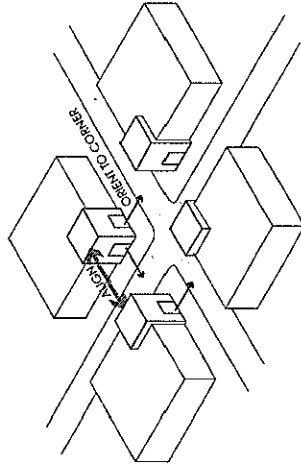
- Align buildings at the sidewalk edge to reinforce a pedestrian zone.
- Provide breaks in large buildings at a distance no greater than 400' to create pedestrian paths.

5 Building arrangement should be used to define gateways.

- The corners of a major intersection or transition require distinct design to promote the gateway theme. Buildings or signage should orient to the corner and create a variation in the street wall.
- Align buildings with similar design elements across roadways to create a gateway. Design elements should be similar but not identical, a variation may be used to highlight an important entrance or corner.

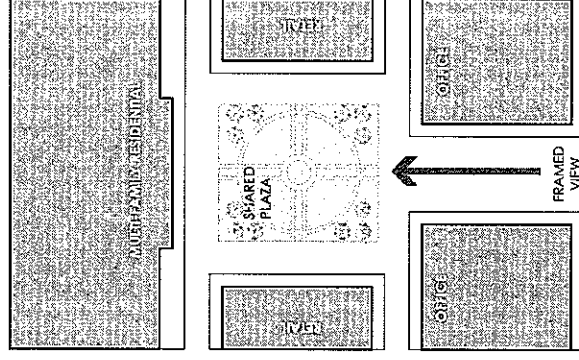
6 Arrange building to frame a common square or plaza.

- Consider the relationship of buildings to open space when composing building arrangements. In a mixed-use development, appropriately scaled plazas can function as a transition or public amenity.
- Building arrangement can be used to frame a significant view. Compose buildings to create a visual termination at a notable structure or landscape feature.



- 5** Use building mass to create an entrance feature or gateway at the corners. Orient building to the corner to reinforce the gateway.

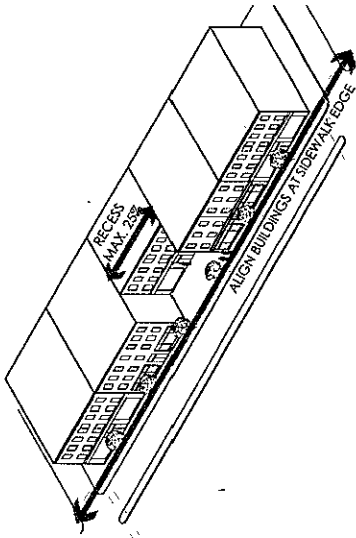
- 3** Provide a pedestrian path in large developments. Orient at least one entrance to existing development.



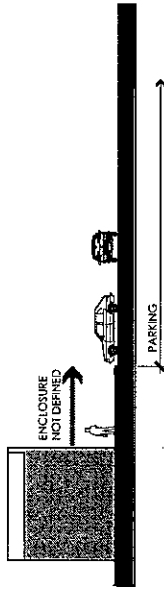
- 4** A compact building arrangement encourages walking between businesses and intensifies activity at the streetscape.

- 6** Use building arrangement to frame views and open space. A shared plaza creates a transition between uses.

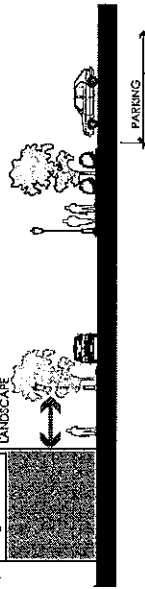
SITE DESIGN



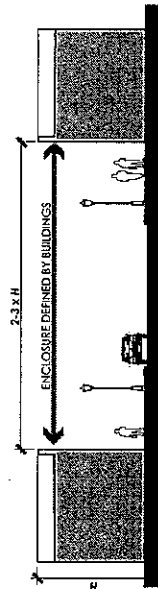
- 1 Align building to create a continuous street wall.



Avoid walkways with a defined edge or buffer from parking or roadway.



- 2 Use building arrangement and landscape to define a streetscape enclosure.



STREETSCAPE

Streetscape refers to the design of walkways at buildings and roadways. A well designed streetscape contributes to a sense of place by creating a vibrant public space and a distinct image of the area. The space of the streetscape is defined by the proportion and arrangement of the buildings, roadways and landscape that frame it. Streetscape elements - such as lighting, signage and furniture - also contribute to the look and feel of the streetscape.

- 1 **Compose buildings and landscape to define the streetscape.**

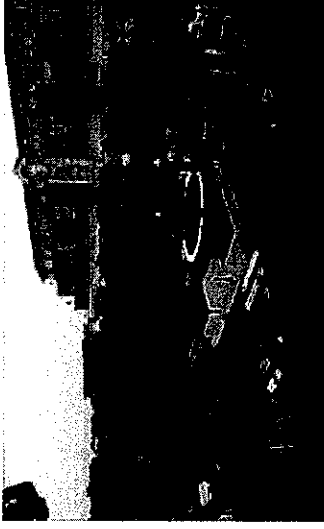
- Align buildings at the edge of the sidewalk to create a contiguous street wall. A portion of the wall, up to 25%, may be recessed to define a courtyard or building entrance.
- If possible, define both lateral edges of the streetscape with continuous buildings or landscape.

- 2 **Consider the scale of the streetscape.**

- Proportion building height and roadway width to create a comfortably scaled streetscape. The ideal streetscape is two to three times as wide as the building height.
- If both edges of a streetscape are not defined by buildings, consider a planting strip at the sidewalk edge to create a landscape enclosure.
- Avoid pedestrian walkways with undefined edges, create a landscape buffer to separate automobile traffic and parking from pedestrians.

3 Define activity zones with changes in material and texture.

- Use contrasting materials or textures to define walkways, plazas, cafes and other seating areas.
- Reinforce the pedestrian walkway by using a consistent material on walkways and crosswalks.
- Gateways and entrances may be marked with a signature design feature. Consider a distinct paving, planting, signage and public art.



3 Material changes are used to define walkways, green space and transitions in this plaza.



4 Use streetscape elements that reinforce the design theme.

- Provide lighting and street furniture along the streetscape.
- Provide shade trees at sidewalk edges and median planting where appropriate.
- Use coordinated streetscape elements throughout a development to reinforce the connection between uses.



4 Distinct streetscape elements, like these green light fixtures and street furniture, add character to the streetscape.



5 Articulate the ground floor level of buildings to encourage pedestrian activity.

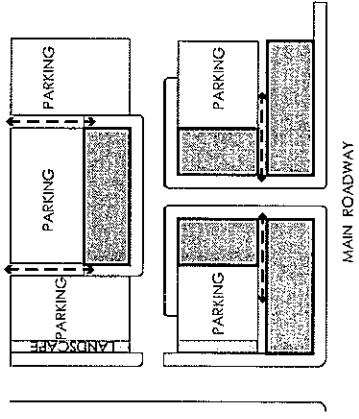
- Include pedestrian oriented amenities such as storefront displays, covered walkways or canopies and outdoor seating.
- Include signage that is mounted for pedestrian view
- An increase in building height is preferable to an expansive footprint to reduce walking distances and intensify street activity.



5 Encourage pedestrian activity by articulating the ground floor level, providing awning and signage mounted for view from the walkway.



SITE DESIGN

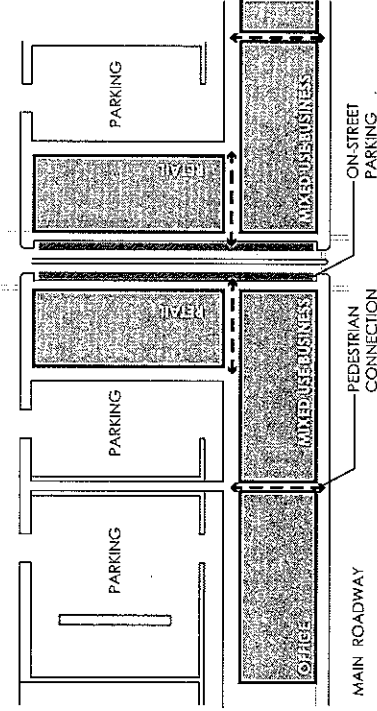
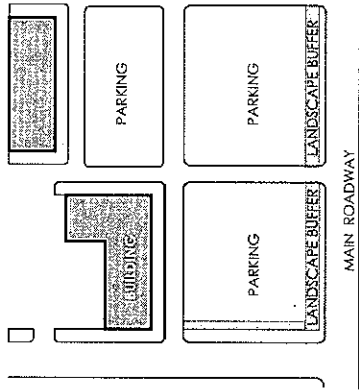


2 DO THIS

Buildings are directly connected to walkways and define the street edge. Parking is placed at the side and rear of buildings and are screened from the main roadway.

AVOID THIS

When parking is placed between the building and the roadway, the parking lot is emphasized and building visibility is decreased.



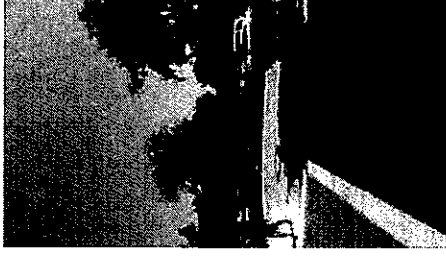
3 Parking demand may be met by using a variety of parking types including on-street and shared parking areas.

PARKING

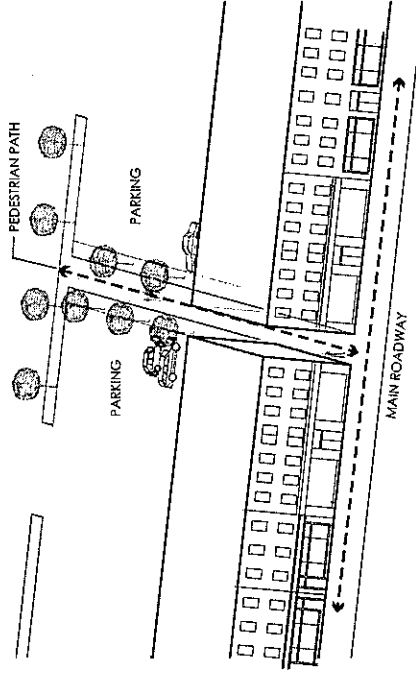
A key element of compact site design is the placement of parking. Large surface parking areas and other open spaces detract from the streetscape and building design. The following recommendations are intended to accommodate parking and reduce its visual impact.

- 1 **Create a parking plan that uses a variety of parking types to meet demand.**
 - Verify parking demand and provide for average parking needs in the immediate building area. Use overflow lots for peak parking needs in less visible locations.
 - Consider shared parking plans between adjoining properties that do not share peak parking demand hours.
 - On-street parking encourages roadway activity but also acts as an effective traffic-calming device.
- 2 **Locate a portion of parking out of view.**
 - Large parking areas should not front on main roadways. Provide a limited amount of parking between the building and street with overflow parking at the side and back.
 - When parking is placed along a roadway, provide a low wall or fence to define the edge of the parking area.
- 3 **Reduce the scale and impact of parking areas.**
 - Large surface parking lots should be divided into smaller, multiple lots to reduce their visual impact. Portions of parking may be screened by buildings, screen walls and landscape.
 - Divide a large parking lot into sections with landscaped dividers. Parking sections may be arranged to negotiate natural topography or a landscaped path may be used to provide pedestrian circulation.

- 4 **Consider pedestrian use in and around parking areas.**
 - Provide for pedestrian circulation by creating paths and crosswalks from parking areas to the main entrance.
 - Consider pedestrian paths and connections to neighboring development when planning parking.
- 5 **Use landscape to screen and buffer parking areas.**
 - Provide a landscape buffer at the perimeter to screen parking areas from the street and adjacent developments.
 - Provide shade trees in parking areas and at pedestrian paths. Avoid isolated single trees; a group of trees or planted aisle is more effective.
 - Consider size and orientation in the placement of shade trees to achieve adequate shading during the summer months.

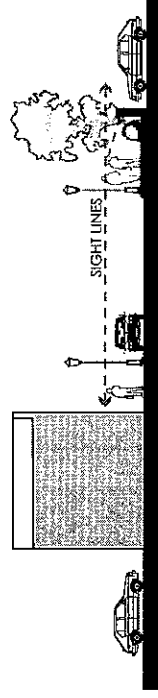


5 A landscaped pedestrian path provides helps to shade and divide a large parking area.



4 Provide dedicated pedestrian paths to main entrances from parking areas and neighboring development

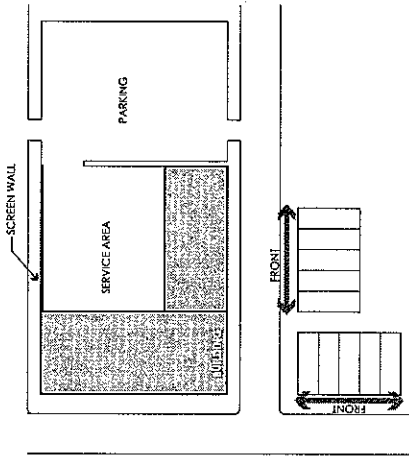
- 6 **Consider a combination of screening devices to conceal parking areas.**
 - Building arrangement can effectively screen parking from roadways.
 - Site walls provide screening and reinforce the street edge.
 - Dense, low-level landscaping or berms screen parking areas and allow for uninterrupted views



6 Provide screening for parking areas from public walkways and main roadways. Building arrangement, site walls and landscaping are effective screening devices that may be used in combination

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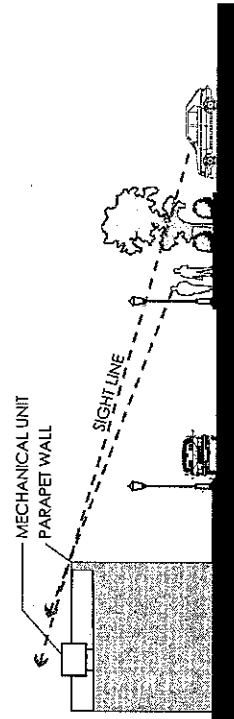
SITE DESIGN



- 1 Service areas should not be oriented to main roadways or the main elevation of adjacent development. Screen service areas with building mass or an appropriate screen wall.



- 2 A compatible screen is constructed using the same materials and details as the main building.



- 3 Screen rooftop mechanical units with an extension of the facade wall or a compatible screen wall.

IMPLEMENTATION : NEW DEVELOPMENT

SERVICE AREAS

Outdoor service areas are necessary for support functions such as loading and storage areas, on-site utilities, mechanical units, and garbage containers. When locating service areas, strive to lessen the visibility and impact on pedestrians and neighboring development.

- 1 **Service areas should not be oriented towards adjoining developments.**

- Mechanical equipment, service or storage areas and trash receptacles should not have frontage on main roadways or be visible from the main elevation.
- If possible, delivery and loading areas should be located at a façade which is not publicly visible.

- 2 **Service areas should be screened from view.**

- A wall compatible with the building finish and design may be used to define and screen a support area. The wall should adhere to architectural guidelines for material and articulation.
- The use of a landscaped area or berms may also provide adequate screening.

- 3 **Locate mechanical units to reduce noise impacts and decrease visibility.**

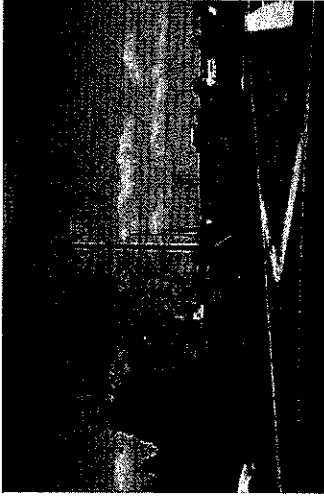
- Rooftop Mechanical Units should be screened by architectural features compatible with the building façade and architecture.
- Mechanical penthouses should be integrated with the overall building design and use materials that are compatible with the building.
- Screen mechanical units that are located at ground level.
- Place mechanical units as far as possible from residential uses to reduce noise impacts.

SITE ELEMENTS

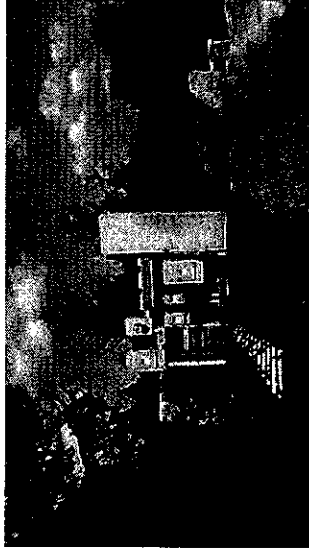
The landscape guidelines utilize planting, site walls and fencing to define the character of Route 50 corridor. These elements provide effective screening and create a consistent design character element to tie together new and existing development. Site elements should be integrated with the design of the building and neighboring development.

- 1 **Distinct site walls and fencing may be used to mark an entrance and define a gateway.**
 - Use site walls and fences to define roadway edges and transitions.
- 2 **Use site walls or fences in combination with planting to create visual screens.**
 - Screen walls should be consistent with the material palette and design of the development or building.
- 3 **Site walls, fencing and screen walls should be consistent with design guidelines for buildings.**
 - Elements longer than 50 feet should be divided with piers or landscaping at an interval consistent with the adjacent buildings.

SITE DESIGN



1 The entrance of South Riding is marked with distinctive signage and fencing.

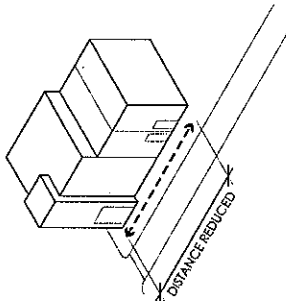
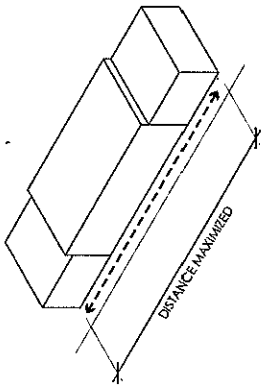


2 Site utilities are screened with site walls and evergreen planting.



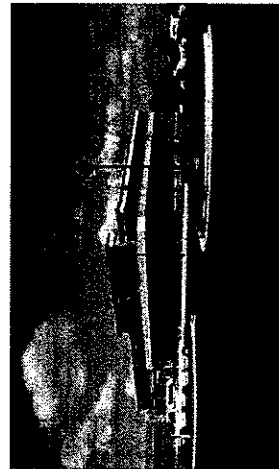
3 A compatible screen wall and gate is used to screen a service area.

BUILDING DESIGN

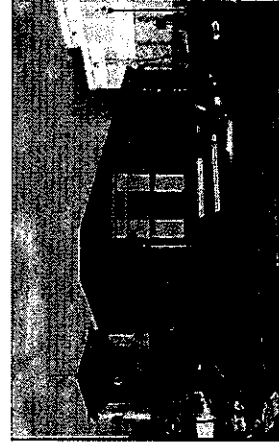


- 1 Typical strip development maximizes retail frontage and walking distances.
Compact development reduces walking distances and creates an opportunity to define space with building form.

- 2 Roof form provides scale by dividing a large building into separate forms. The articulation of the roof highlights the entrance.



- 3 The roof line is emphasized with a continuous cornice and the entrance is highlighted with a parapet extension



- 4 A green standing seam metal roof adds color and texture.

BUILDING DESIGN

Buildings should be designed to:

- Convey a sense of human scale
- Use high quality materials and construction
- Provide storefront or display windows at walkways
- Cover walkways with awnings or an arcade
- Emphasize the entrance with architectural features

FORM & ROOFLINE

- 1 **Compact and efficient forms enhance pedestrian environments.**
 - Pedestrian activity is increased when travel distances are reduced. The frontage of large scale functions should be limited to reduce travel distances between spaces.
 - Mixed use developments should be designed to maximize activity; increasing building height is preferable to an expansive footprint.
- 2 **Articulate roof form to enhance the scale and design of the building.**
 - The perception of building form and mass may be manipulated with variation in roof composition.
 - A change in roof form or height can be used to emphasize an entrance or create a covered walkway.
 - A long expanse of roof should be avoided, divide roof form with dormers, cupolas, or a change in roof line.
- 3 **Articulate a flat roof at the building façade with a cornice or parapet.**
 - The parapet should extend as necessary to conceal roof top equipment.
- 4 **Use roof materials that provide texture, pattern and color.**
 - Traditional building materials are modular; standing seam metal roofs, tiles and shakes create a texture or pattern with the placement of individual pieces. The pattern contributes to an overall sense of scale and quality.

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SCALE

The appeal of mixed use development is the synergy of complementary functions: business, services, retail and residential. The challenge is to balance a range of building types, the efficiency of large development and a need for human scale. The following suggestions are concerned with creating transitions between diverse building types using elements of complementary scale.

1 Reduce the perception of mass by modulating building form.

- The building form may be manipulated by dividing a large mass into a composition of smaller forms or modules.
- The smaller forms may be expressed with variations in wall surface, height or roof forms.
- Consider the scale of neighboring development and the size and function of the building to determine module sizes. In general, buildings located along pedestrian walkways should use smaller modules.

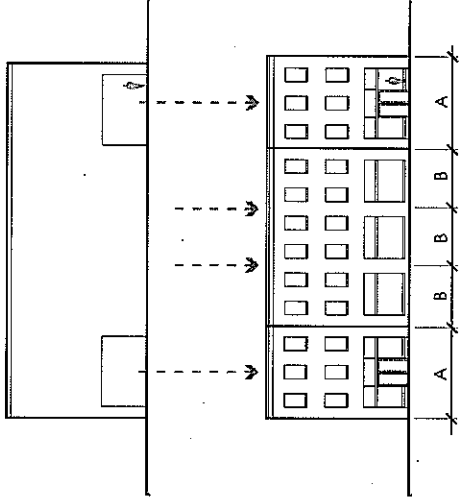
2 Building composition should be appropriate to its site and context.

- Arrange building masses to create focal points at the corners or cores of a development.
- Compose large developments with modular elements of varying size and height to create transitions to neighboring developments.

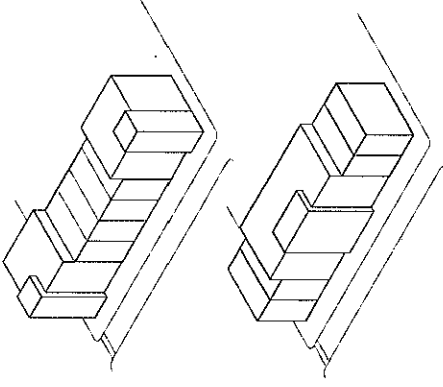
3 Create transitions by recreating similar form, scale and articulation.

- Relate large buildings to smaller scale buildings by recreating similarly sized modules and forms.
- Relate buildings of varying heights by aligning consistent horizontal elements such as their storefronts, decorative trim or upper level openings.

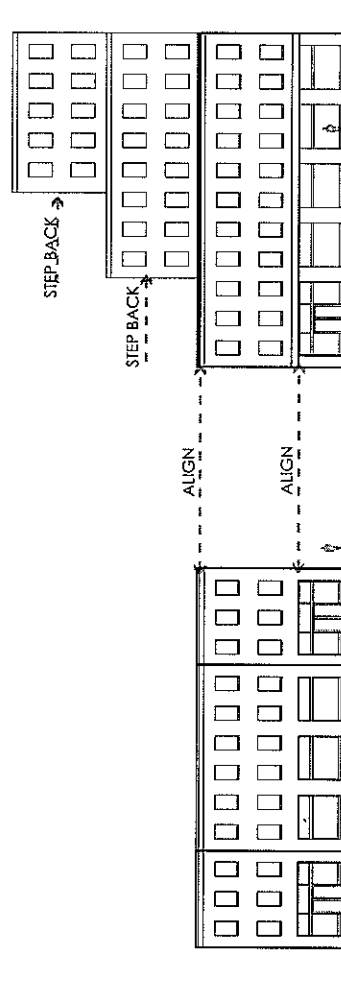
BUILDING DESIGN



- 1 Avoid large, unarticulated masses.
Divide a large building into a composition of smaller forms.

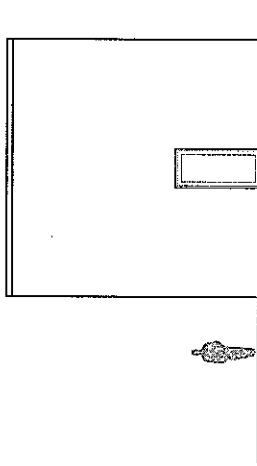


- 2 Arrange building form to complement its context.
A distinct corner element marks an intersection.
A central mass that steps down to the corners creates a focal point and transitions to smaller adjacent development.

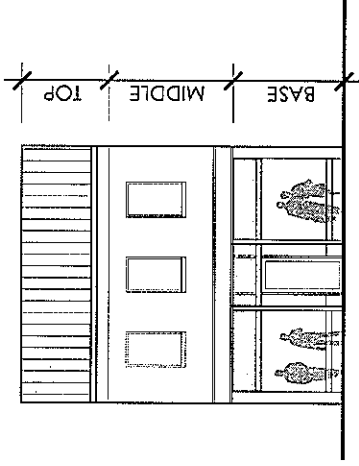


- 3 Create transitions by aligning horizontal elements where possible.
Use massing techniques to relate buildings of different height and form.

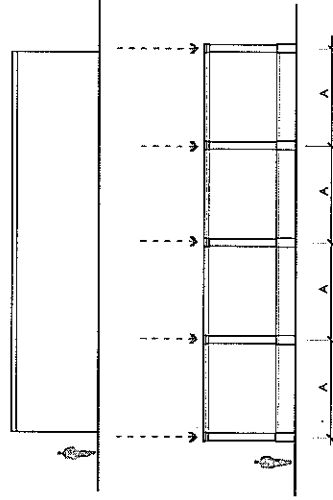
BUILDING DESIGN



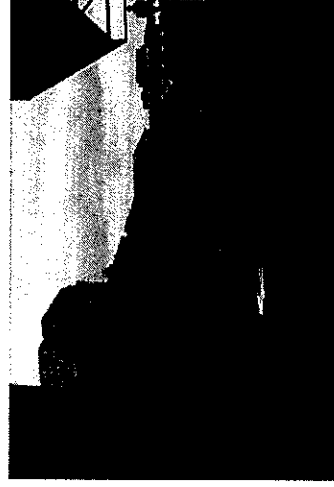
- 1 A facade without detail or articulation detracts from the public realm and provides no sense of scale.



Reinforce the streetscape by articulating facades to create a base, middle and top. In public buildings, the base should relate to pedestrian scale, provide display windows and highlight the entrance.



- 2 Use vertical elements to divide a long expanse of wall. A structural pier or projecting bay can be used to introduce a form and material change in the vertical plane.



FAÇADE

Elevations should convey classical and regular proportions that relate to human scale. The following recommendations address building scale at the level of detail:

Articulation
Building Entrances & Windows
Architectural Elements

ARTICULATION

The articulation of building facades with distinct architectural detail contributes to the design character of an area. A pedestrian oriented environment is reinforced when detail is proportioned to human scale, not the size or function of a building.

1 Articulate facades to create a base, middle and top.

- Use variations in wall surface to create horizontal divisions.
- Delineate the base, middle and top of a building with contrasting materials for elements such as water tables, wall and eaves or cornices.

2 Use vertical elements to create modules in long expanses of wall.

- Vertical expression of structural piers divides a wall into properly scaled elements.
- Avoid a change of material in the vertical plane except when accompanied by a variation in form.

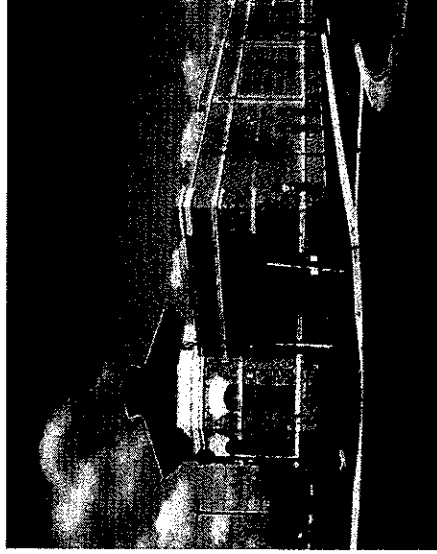
3 Use material changes to reinforce scale and provide visual interest.

- The perception of mass may be moderated by the articulation of building surfaces with architectural elements and details.
- Use different materials for architectural elements such as water tables, sills, lintels, and eaves to create contrast and delineate forms.
- Horizontal material changes at door height or floor level provides a reference to human scale.
- Choose facade materials that contribute a texture or pattern to avoid flat, monotonous surfaces.



4 Avoid blank, unarticulated walls

- Any elevation that is publicly visible should adhere to the design guidelines and be consistent with the main elevation.
- Each elevation should be constructed using similar colors, materials, windows and decorative accents.



5 Compose building materials to create variations in weight and texture.

- Building materials should be composed intuitively. Use heavier or larger patterns at the base and lighter or finer materials above.
- Horizontal changes of materials should be avoided except as needed to express a structural pier or to highlight an addition.

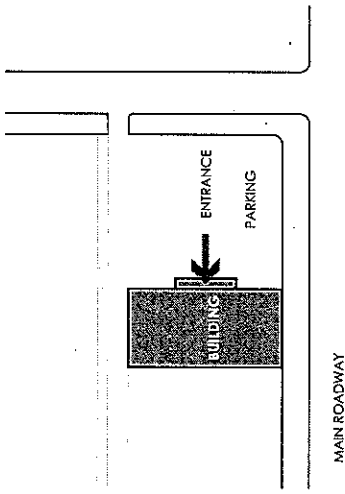


3 Material changes highlight building design - reinforcing the entrance, edge, corner and contribute a sense of scale to the streetscape.

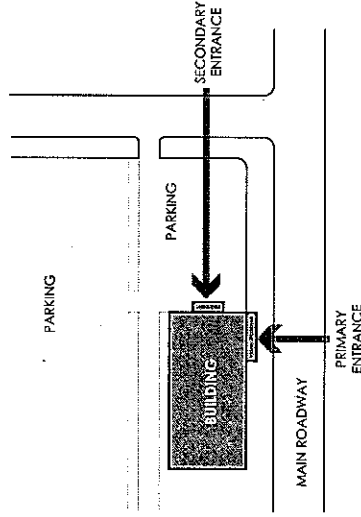
4 A continuous water table, pilasters and cornice articulate each building elevation. Horizontal and vertical elements provide form and material changes preventing a long, blank wall.

5 Form and material change highlight base, wall and cornice details.

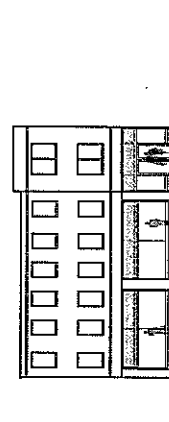
BUILDING DESIGN



Avoid orienting the primary entrance to secondary streets or parking.



1 Orient the primary entrance to the most prominent elevation or to connect with the pedestrian walkway.



2 Emphasize the primary entrance with an architectural feature such as an awning or a recessed transition space.

BUILDING ENTRANCES & WINDOWS

The design of building entrances and windows should be defined by the context and function of a building. The proportion and arrangement of building openings defines a relationship between the street, building and pedestrian. The entrance should be prominent and identifiable along the street but scaled to the pedestrian.

1 The primary entrance should be oriented to the street.

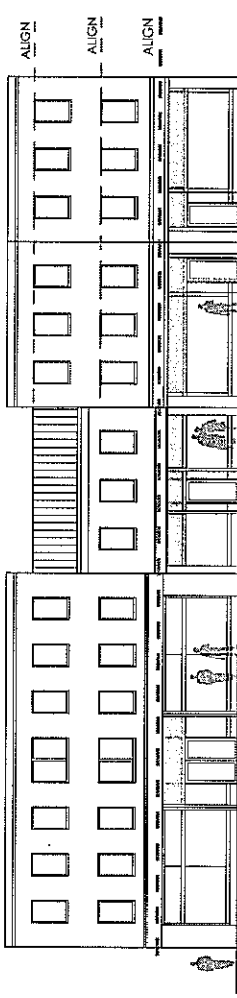
- A building may have more than one orientation if the site has street frontage on two roadways. The elevations should be composed in hierarchy with the primary entrance located on the most prominent elevation.
- A secondary entrance may be oriented to minor roadways, interior blocks or parking lots for convenience.
- Retail and mixed use development should orient an elevation to adjoining developments and neighborhoods.

2 Clearly define the primary entrance.

- A recessed entry provides a protected transition area and highlights the main entrance.
- An awning or roof feature can be used to create an entrance feature.
- Paving or other decorative elements help reinforce an entry feature.

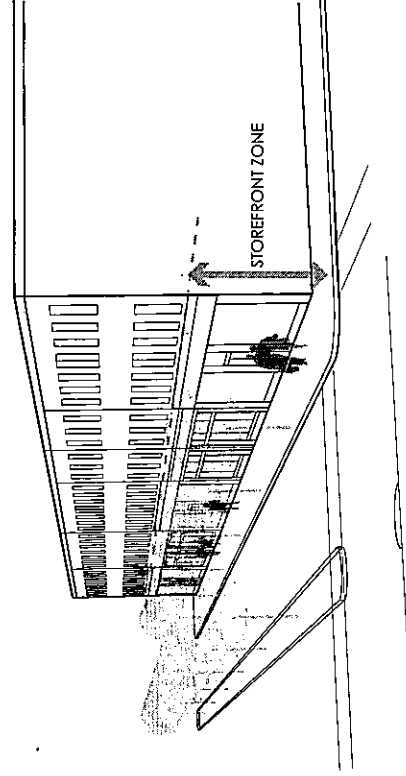
3 Create a consistent pattern of openings that reinforces the primary entrance.

- A regular pattern of openings and prominent entry is consistent with the design heritage of the area; traditional window proportions are square or vertical.
- Proportion openings to create a hierarchy that emphasizes the main elevation and entrance.
- The pattern and proportion of openings should be consistent on all visible elevations and between separate buildings in a development.



4 Enhance the streetscape by providing large display windows.

- Elevations along pedestrian walkways should have large display windows or storefront to engage pedestrian interest. Reinforce the hierarchy of the display windows by limiting openings on upper levels.

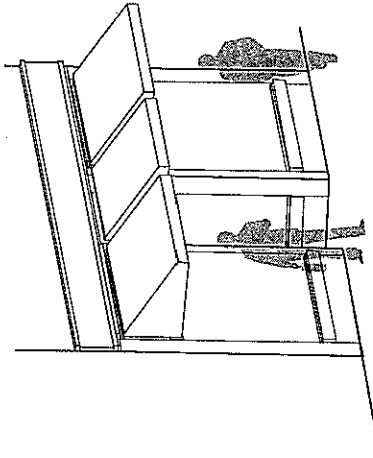


3 Create a regular pattern of openings that emphasizes the main entrance. Strive to create connections with adjacent buildings by relating openings and details.

4 Create a storefront zone at street level to encourage pedestrian activity.

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BUILDING DESIGN



- 1 Awnings are an element of facade design and should be integrated with openings to complement building design.

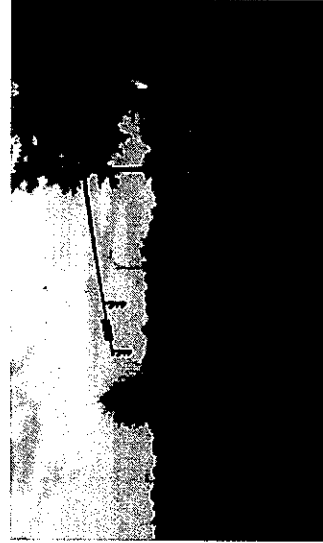


Awnings provide a protected pedestrian zone and emphasize display windows.

ARCHITECTURAL ELEMENTS

A common use of architectural elements contributes to the character of an area. Architectural elements help moderate building scale by creating depth and contrast.

- 1 **Awnings should be integrated with façade openings and the overall building design.**
 - Awnings are encouraged as a component of the streetscape design. Awnings create a threshold space to transition indoors and outdoors.
 - Awnings may be used to create a covered pedestrian zone and encourage movement among adjacent destinations in inclement weather.
 - Awning colors should be chosen as part of the overall color scheme.
- 2 **Gas Canopies should be considered an element of the overall design theme.**
 - Gas canopies should use forms, colors and materials that complement the adjacent building design.



- 2 **DO THIS**
Complement adjacent development by using compatible forms and colors.



AVOID THIS
The gas canopy is not coordinated with adjacent development, it varies in form and color.

MATERIAL & COLOR

Material and color are the primary characteristics of a building and enhance architecture by contributing texture, pattern and contrast.

- 1 **Use natural and durable materials to convey a sense of tradition and permanence.**
 - The use of natural stone, brick and wood for primary façade materials is encouraged.
 - The use of split-face block, finished concrete, natural stone, ceramic tile, stucco, wood or metal is acceptable for secondary elevations or trim and accents.
 - The use of standard concrete block and metal siding is discouraged. Synthetic materials, such as EIFS, may be used as an accent but is discouraged as a primary building material.
 - Matte surfaces are preferred; highly polished, glossy or reflective surfaces should be avoided.
- 2 **Each elevation should be constructed using similar materials and details.**
 - Each publicly visible elevation should be consistent with the main elevation. Continue windows and decorative accents to avoid a blank wall.
 - Use similar materials and details to link buildings of different forms, scale and functions.

- 3 **Traditional roof forms and materials are preferred.**
 - The use of standing seam metal roofs, ceramic roof tiles, slate and wood shingles is preferred.
 - The use of asphalt shingles and variegated color is discouraged.
- 4 **A coordinated color palette should be created for each development.**
 - Major wall and roof elements should be limited to soft neutral colors and natural material colors, bold colors may be used for trim and accents.

BUILDING DESIGN



1 Stone and brick create texture and pattern variation on this wall.



2 The front and side of this building are finished in similar materials.



3 A standing seam metal roof provides color and texture.



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NEXT STEPS

The Route 50 corridor is envisioned as a gateway to western Loudoun County - a mixed use district with unified development of complementary scale, material and form. Landscape and architectural guidelines will support this effort by creating consistency and transition to promote a sense of place.

The Route 50 Corridor Design Guidelines are planned to have a five year revision and a ten year update. As the guidelines are implemented, it is likely that conflicts and errors will be revealed. The purpose of the five year revision is to make corrections and clarify the intent and application of the guidelines. The ten year update is intended to be a comprehensive review of the guidelines goals and strategies. It is anticipated that construction of the parallel road network and new development will raise new concerns and new opportunities to refine the goals of the community.

PHOTO CREDITS

Aldie and Middleburg
Loudoun County

South Riding
Loudoun County

Stone Ridge Village Center
Loudoun County

Market Station at Tuscarora Mill
Leesburg, Virginia

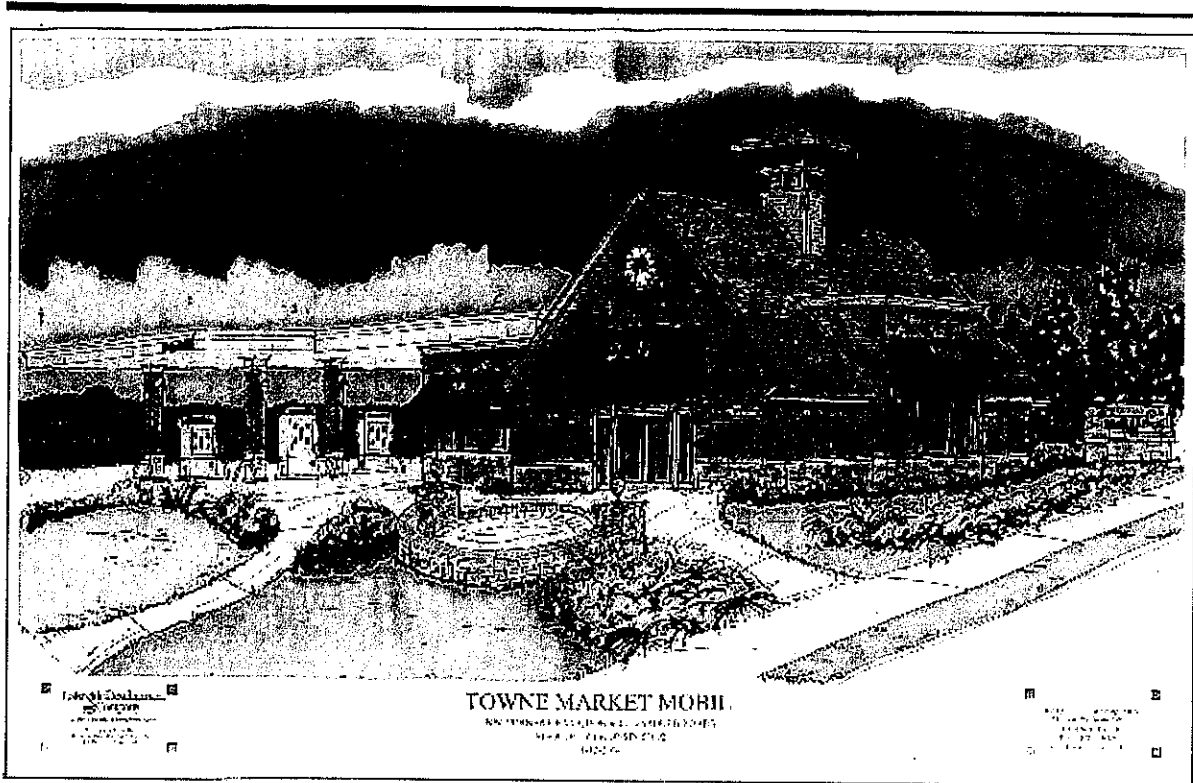
Fairfax Common
Fairfax, Virginia

The Market Common
Clarendon, Arlington, Virginia

Pentagon Row
Arlington, Virginia

Village at Shirlington
Arlington, Virginia

Creekside Station
Winchester, Virginia



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DEPARTMENT OF BUILDING AND DEVELOPMENT

COUNTY OF LOUDOUN

MEMORANDUM

DATE: January 25, 2006

TO: Darren Murphy, Project Manager, Department of Planning

FROM: Todd Taylor, Environmental Engineer

THROUGH: William Marsh, Environmental Review Team Leader

CC: Melanie Wellman, Community Planner

SUBJECT: SPEX-2005-0040 Holtzman Oil

Wm Marsh TT

The Environmental Review Team (ERT) has reviewed the subject application during the November 15, 2005, ERT Meeting. Our comments pertaining to the current application are as follows:

Regarding wetlands

1. The subject property consists predominantly of hydric soils (79A). There is also a drain that traverses west to east through the north-central portion of the property. The combination of hydric soils and natural drainage features suggest the presence of jurisdictional waters and wetlands. Further, Loudoun County has developed a wetland predictive model which identifies wetlands along the drain on the property. Please provide a jurisdictional determination from the United States Army Corps of Engineers (USACE) to demonstrate compliance with the avoidance and minimization criteria required by Section 404 of the Clean Water Act and Section 9VAC25-210-115A of the Virginia Water Protection Permit Regulations. The jurisdictional determination is also needed to evaluate the effect of the proposed special exception on water quality which is required in Section 6-1310 of the Revised 1993 Loudoun County Zoning Ordinance (Revised 1993 LCZO) and is also instrumental in meeting the wetland permit requirements in Facilities Standards Manual (FSM) Section 5.310.E and to ensure that the discharge of stormwater pollutants to wetlands will be minimized in accordance with FSM Section 5.310.F. . The limits of regulated waters and wetlands should be shown on Sheet 3. The source of the delineation and the USACE jurisdictional determination project number and date should also be provided on the plat.

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Regarding water quality

2. A proposed stormwater management (SWM)/best management practice (BMP) area is identified in the southern portion of the site along Route 50. Staff has concerns with the location of the facility and meeting landscaping requirements described in Section 3-907(K) of the Revised 1993 LCZO, which states that "the plantings shall be installed on the parcel within the fifty feet of the front yard located immediately adjacent to the right-of-way of the primary highway in front of the required structure". Sheet 3 currently shows the required plant units behind the stone wall, approximately 50 to 85 feet from the right-of-way. Staff defers to the Zoning Administration regarding the landscaping requirement.
3. FSM Section 5.200 states that low-impact development (LID) practices should be incorporated into drainage designs. Please provide information in plan view and in a narrative describing the LID measures that will be employed as part of the proposed development. Staff recommends bioretention with underdrains that tie into the proposed storm sewer system. Bioretention may be feasible in the landscaped island between the two entrances. Please note that the bioretention facility should not treat runoff from the fueling area (see Comment #5).
4. Pursuant to FSM Section 5.320, storing and dispensing of petroleum products is considered a stormwater hotspot and may require a Virginia Pollution Discharge Elimination System (VPDES) permit. As part of the permit, a stormwater pollution prevention plan (SWPPP) must be developed that incorporates BMPs. To obtain the permit application and for additional information pertaining to the VPDES permitting process, staff recommends contacting the Virginia Department of Environmental Quality (DEQ) Northern Virginia Regional office, at 703-583-3800.
5. Staff recommends a condition of approval that requires the applicant to provide a containment system that isolates the fueling area (both gas pumps and underground storage tanks) from stormwater runoff generated on the remainder of the property. The condition should also specify a BMP that will be used to treat the isolated area during a spill situation to ensure that petroleum does not contaminate the runoff leaving the site. The extent of the isolated area and the location of the BMP should be identified on Sheet 3.
6. A floodplain alteration (FPAL-2002-0015) has been conducted for the Cadmor Center to the east which has changed the limits of the minor floodplain on the subject property. The minor floodplain limits shown on Sheet 3 appear to match the limits approved as part of the floodplain alteration. However, staff notes that the topography on the subject property has been altered since the approval of the floodplain alteration. Therefore the minor floodplain limits are not accurate. Please revise Sheets 2 and 3 so that the minor floodplain is depicted accurately.
7. The current layout does not comply with the River and Stream Corridor Policies of the Revised General Plan. Once the minor floodplain is depicted accurately, staff

recommends that the scope of the project be reduced to eliminate encroachments within the minor floodplain.

Regarding tree cover

8. Based on the Existing Tree Canopy Description provided on Sheet 2 (Existing Conditions Plat), the existing trees in the northern portion of the property consist of Eastern red cedar (*Juniperus virginiana*). The description states that the condition of the trees is poor due to the amount of disturbance that has occurred on the site. Although the applicant has requested a waiver of the tree survey, staff still requests additional information regarding the basis in which the condition rating was determined. Staff notes that Eastern red cedar is a resilient tree species that can establish and thrive under many site conditions.

Regarding soils

9. The soil mapping unit in the northern most portion of the property is incorrectly labeled 78A on Sheet 2. The correct soil mapping unit is 67B. Please update the label.
10. Add soil mapping unit 67B to the Soil Characteristics table on Sheet 2.

Other

11. The applicant has requested a waiver of the Phase 1 Archeological Survey. Staff defers to Community Planning regarding the waiver request and the need for the survey.
12. Revise the acronym for the floodplain alteration application on Sheet 3 from "FPLA" to "FPAL".
13. Depict the existing culvert(s) under Pleasant Valley Road on Sheets 2 and 3.

Due to the scope of the comments provided, staff requests an opportunity to review the subsequent submission of this application. Please contact me if you need any additional information.

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DEPARTMENT OF BUILDING AND DEVELOPMENT


COUNTY OF LOUDOUN

MEMORANDUM

DATE: March 30, 2007

TO: Nicole Steele, Project Manager, Department of Planning

FROM: Todd Taylor, Environmental Engineer 

THROUGH: William Marsh, Environmental Review Team Leader 

CC: Melanie Wellman, Community Planner
Keith Fairfax, Zoning Enforcement

SUBJECT: **SPEX-2005-0040 Holtzman Oil**
(2nd Submission)

The Environmental Review Team (ERT) has reviewed the revised application and offers the following comments.

Regarding floodplain and stream buffers

1. Please demonstrate through a floodplain study that the fill/debris that has been deposited on the subject property has not resulted in an offsite increase in the flood elevation, consistent with Section 4-1508(B)(1) of the Revised 1993 Loudoun County Zoning Ordinance (see Photos 1 and 2). Update the floodplain limits on sheets 2 and 3 accordingly.
2. Once the minor floodplain is depicted accurately, staff recommends that the scope of the project be reduced to comply with the River and Stream Corridor Policies, including the 50-foot management buffer or 100-foot stream buffer, whichever is greater. [Revised General Plan, Page 5-6]

Regarding water quality

3. Pursuant to FSM Section 5.320, storing and dispensing of petroleum products is considered a stormwater hotspot. As previously stated, staff recommends a condition of approval that requires a containment system that isolates the fueling area (both gas pumps and underground storage tanks) from stormwater runoff generated on the remainder of the property. The condition should also specify a best management practice (BMP) that will be used to treat the isolated area during a spill situation to ensure that petroleum does not contaminate the runoff leaving the site. The extent of

the isolated area and the approximate location of the BMP should be identified on Sheet 3.

4. In the letter to Darren Murphy from Gary Lantz, Construction Manager for Holtzman Equipment and Construction, dated December 18, 2006, "sumps" and "5-gallon containment sumps" are referred to as protective measures to ensure that petroleum is not released into the environment. Please provide a detail that illustrates their location and function within the fueling area.
5. Identify the type of stormwater management (SWM)/BMP facility proposed along the property's frontage adjacent to Route 50. Staff recommends that the application include enhanced water quality protection measures, particularly if the proposal does not fully meet the River and Stream Corridor Policies as described above.

Regarding wetlands

6. Please adjust the wetland symbol on the Sheets 2 and 3 so that these features are more discernable. In addition, staff requests information on the status of the applicant's state and federal wetland permits and the extent of the required mitigation. Staff emphasizes the importance of mitigating unavoidable wetland and stream impacts in close proximity to the disturbed areas to help maintain water quality, flood protection, and habitat benefits. This approach is consistent with Policy 23 on Page 5-11 of the RGP which states that "the County will support the federal goal of no net loss to wetlands in the County." Furthermore, the County's strategy is to protect its existing green infrastructure elements and to recapture elements where possible (RGP, Page 6-8, Green Infrastructure Text).
7. The three proposed underground storage tanks correspond with the existing wetland. Regardless as to whether a wetland permit is obtained to fill in the wetland, staff strongly recommends that the storage tanks be relocated outside of this poorly drained area.

Other

8. Please identify the date of the survey referenced in Note 2 on Sheet 1.
9. The canopy elevation provided on Sheet 3 includes 6 gas pump islands, while the plan shows 5 gas pump islands. Please clarify this discrepancy.
10. The gas pump illustrations provided in the canopy elevation and canopy cross section on Sheet 3 are inconsistent. Please review and update as necessary.
11. The County is embarking on a project to map and inventory wetlands located within Loudoun County. We are requesting that the development community contribute digital data to this effort, specifically, the Corps-approved wetland delineation (jurisdictional waters and wetlands), including the delineation of the study limits.

Loudoun County's GIS uses ESRI software and can import .DXF data. Our coordinate system is Virginia State Plane. Datum NAD 83 data is preferable, if available. Metadata on the digital data (e.g., map scale, age, etc.) is also helpful.

Due to the scope of the comments provided, staff requests an opportunity to review the subsequent submission of this application. Please contact me if you need any additional information.

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Photo 1: View looking northeast across the center of the property.



Photo 2: View looking east across the north-central portion of the property.

From: William Marsh
To: Steele, Nicole
Date: 6/22/2007 11:49:21 AM
Subject: Re: Fwd: 174910104 Holtzman Oil- ERT comment responses

Nicole,

I have reviewed the applicant's floodplain assessment and am not convinced that offsite floodplain impacts can be avoided, or that hydrocarbon pollution has been fully considered. The main concern is that the storage area used by floodwater on this property is being replaced by a pipe network that lacks sufficient storage, thereby transferring flood storage from this property to offsite properties. The applicant states that an improved crossing under Pleasant Valley Road would reduce flood storage needs by more efficiently conveying water under the road. Because no quantitative assessment has been provided that evaluates the tradeoff between improved flows under Pleasant Valley Road and lost flood storage on this property, this issue remains unresolved.

For this reason, ERT cannot recommend approval of the special exception until a floodplain study and floodplain alteration are submitted, consistent with Chapters 5 and 8 of the Facilities Standards Manual, indicating that flood hazards are not increased on offsite properties, consistent with 4-1508(B)(1) of the Revised 1993 Zoning Ordinance.

The applicant also needs to verify that flooding conveyed through this property would not inundate the fuel dispensing area, exposing downstream areas to pollution, and this verification needs to account for blockage of the culvert under Pleasant Valley Road. The elevation of floodwater being conveyed over Pleasant Valley Road, should the culvert become blocked, should be compared to the elevation of the fuel dispensing area to determine whether the fuel dispensing area would stay dry. Such a verification is needed to meet the special exception performance standard in ZO Section 4-1507(B).

Let me know if you have questions. Thanks!

William

>>> Todd Taylor 6/20/2007 4:53 PM >>>
FYI. I would like to discuss when you have a chance.

Todd

>>> "Van Hise, Kevin" <Kevin.vanhise@stantec.com> 6/20/2007 4:47 PM >>>
Nicole- I discussed the ERT comments with Todd and we have responded below. Please call if you have any questions- thanks.

Kevin Van Hise, CLA
Senior Project Manager
Stantec
108 Church Street South East
Leesburg VA 20175-3003
Ph: (703) 777-0063 Ext. 5152
Fx: (703) 777-2480
Cell: (571) 233-3516
Kevin.VanHise@stantec.com

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From: Parsons, Herb
Sent: Wednesday, June 20, 2007 4:09 PM
To: Van Hise, Kevin
Subject: FW: Holtzman Oil

Kevin - for your review and edit as necessary.

-----Original Message-----

From: Todd Taylor [<mailto:Todd.Taylor@loudoun.gov>]
Sent: Tuesday, June 19, 2007 2:45 PM
To: Nicole Steele
Cc: William Marsh
Subject: Holtzman Oil

Nicole,

ERT has reviewed the floodplain analysis plan with seal date 6/13/07 and revised SPEX plan set with seal date 6/15/07. Staff has the following concerns/recommendations, listed in order of priority.

1) The SPEX plat shows the existing stream/wetland and associated floodplain being conveyed in an underground pipe that leads to four pipes under Pleasant Valley Road. Staff is concerned that filling in the existing channel and floodplain and placing all of the floodplain storage in the pipe may result in an increase in flood elevation on the upstream property, which is prohibited per the FOD regulations. Staff is also concerned that the alignment of the underground pipe, which includes 90 degree angles, is susceptible to collecting debris and

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becoming clogged. During large storm events this could result in water backing up in the pipe and on the upstream property as well as escaping through proposed manholes on the subject property. If water escapes through the manholes and floods the subject property, the intent of the proposed surface spill containment area shown on the plat becomes negated. Even if calculations on paper demonstrate that the proposed pipe system can convey the flood event, staff is not comfortable that the approach is feasible given the constraints of the property (property size, setbacks, existing easements, etc.). Therefore, staff recommends that the scope of the project be reduced so that the floodplain storage remain in an open channel in the northern portion of the property. Staff feels that maintaining and possibly enhancing the existing channel with plantings is more consistent with the River and Stream Corridor Policies than the current proposal.

Response: The 100yr floodplain limits defined by Lo. Co. PCT mapping on the subject site are the same limits defined by FEMA FIRM Map #51107C0390 D (enclosed) FEMA defines these limits as an unstudied floodplain and are established based on approximation and total area contributing (100 acres up to 640 acres) to the watershed. Lo Co defines the same areas as "Minor Floodplains", that is, contributing drainage areas exceeding 100 acres. The floodplain in questions is at the headwaters of the limit considered "Minor Floodplain" and our evaluation of the Approved Study (FPAL 2002-0015) proves that the point at which 100 acres contributes to the shed does not occur until the crossing at Pleasant Valley Road (Rt. 609). At this point the back water condition at the Pleasant Valley Road becomes the limit of the floodplain at Elevation 267.10 (NAVD 88) as shown on x-section #7 and is contained completely on site and does not encroach onto adjoiners. Furthermore with the infill development and improvement to the crossing at Pleasant Valley the backwater condition will be relieved reducing the onsite limits of Floodplain significantly, all of which will be demonstrated in an Floodplain Alteration and FEMA LOMR (Letter of Map Revision) that will we performed once the final site layout is determined and construction plans (STPL) submitted. In terms of overland relief the backwater condition will be designed to follow the flow path through the enhanced extended detention pond and away from the buildings and facilities associated with the gas pumps, tanks as a requirement of the FSM, details of which would be addressed on the construction plans once final layout is determined. Please note the layout has been revised to eliminate the 90 degree bends and open the system up prior to the

crossing at Pleasant Valley thereby providing a storage area for the back water condition (which will be minimal based on the crossing improvements)

2) To reduce potential flooding of the spill containment area, as described above, staff recommends that the fueling area and underground fuel storage tanks be shifted and rotated to the south, closer to Route 50.

Response: As outlined above the overland relief path for a failed storm sewer system will directed away from the spill containment area and the layout plan has been revised to eliminate the 90 degree bends and open the system at the junction with the proposed culverts at Pleasant Valley Road. See attached sketch.

3) Given that the site drains to Cub Run and to Lake Occoquan, a drinking water reservoir, staff recommends the following condition of approval: "The applicant shall incorporate a water quality design that achieves 65 percent phosphorous removal throughout the project site, as per Table 2-3 of the Virginia Stormwater Management Handbook."

Pursuant to conversation with Todd Taylor we believe it would be possible to collect 60% of the site and treat it at a 65% removal rate in the form of structural BMP's and the remaining 40% of the site at 50% removal rate in the enhanced extended detention system.

Please let me know if you have any questions.

Thanks!

Todd

A86

Todd E. Taylor, Environmental Review Team

Loudoun County

Department of Building and Development

1 Harrison Street, S.E., 3rd Floor

P.O. Box 7000

Leesburg, VA 20177-7000

703-777-0397 (office)

703-737-8993 (fax)

ttaylor@loudoun.gov

CC: Taylor, Todd

A87

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COUNTY OF LOUDOUN
DEPARTMENT OF BUILDING AND DEVELOPMENT
MEMORANDUM

DATE: November 23, 2005

TO: Darren Murphy, Project Manager

FROM: Abby Carruthers, Planner, Zoning Administration

THROUGH: Marilee Seigfried, Deputy Zoning Administrator

SUBJECT: **SPEX-2005-0040 Holtzman Oil**
LCTM: 107, parcel 65
MCPI: 097-20-1845


ZONING COMMENTS:

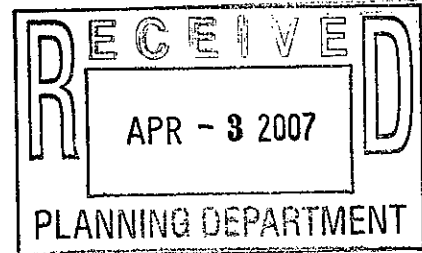
1. Part of the site is located within the Floodplain Overlay District (FOD) in a Minor Floodplain. The proposed uses are not allowed in a FOD. A Floodplain Alteration needs to be filed with and approved by the County before these uses can be located where they are currently sited in the proposal.
2. The Blimpie and Godfathers Pizza must be demonstrated to be accessory uses to the convenience store. "Restaurant, Carry Out Only" is not a permitted use in the CLI district by right or by special exception, therefore the Blimpie and Godfathers Pizza are not permitted principal uses on the property.
3. The automotive service station is too large to be an accessory use to the convenience store and the convenience store is too large to be an accessory use to the automotive service station. Each of these uses must be a separate principal use that must be able to function independently. Therefore, please show that the automotive service station is fully capable of operation independent from the convenience store.
4. Please provide more information regarding the 30' Reservation Area and 60' Ingress/Egress Easement on the northern property boundary and any considerations that will be made to keep them open.
5. The square footage of the convenience store labeled on the Plan is different from the square footage listed on sheet 1 under Zoning Data.
6. On the Plan, there is no automotive service station use shown other than the fuel canopy and pumps. Please reconcile the square footage listed on sheet 1 under Zoning Data with the illustrated square footage devoted to the automotive service station use.
7. On the Plan the fuel canopy and pumps should be fully drawn and labeled.

A89

8. A full landscape plan will need to be approved as part of a Site Plan submittal.
9. Under Section 3-907(K)(2), containing special landscape buffer requirements for frontages onto primary highways, all required landscaping must be in the 50 feet of the Yard closest to Rt. 50, in front of the required structure (the stone wall).
10. The proposed uses would be considered to be in Group 8 when determining buffer requirements.
11. All Interior and Peripheral parking lot landscaping requirements must be met.
12. Following the square footages devoted to each use as illustrated on the plan, the parking figures should be recalculated to reflect 4,187 s.f. of convenience store use and 0 s.f. of interior space devoted to automotive service station use.
13. Be advised that all signage requires separate permitting.

COUNTY OF LOUDOUN
DEPARTMENT OF BUILDING AND DEVELOPMENT
ZONING ADMINISTRATION REFERRAL

DATE: April 2, 2007
TO: Nicole Steele, Project Manager
Department of Planning
FROM: Teresa H. Miller, Planner 
THROUGH: Marilee L. Seigfried, Deputy Zoning Administrator
CASE NUMBER AND NAME: SPEX-2005-0040 Holtzman Oil
TAX MAP / PARCEL NUMBERS: 107////////65/
MCPI: 097-20-1845



Zoning Administration has reviewed the 2nd submission of the above referenced **Special Exception (SPEX)** application for conformance to the Revised 1993 Loudoun County Zoning Ordinance and has the following comments.

ZONING COMMENTS

1. Original comment: *Part of the site is located within the Floodplain Overlay District (FOD) in a Minor Floodplain. The proposed uses are not allowed in a FOD. A Floodplain Alteration needs to be filed with and approved by the County before these uses can be located where they are currently sited in the proposal.*

New comment: County records indicate that a Floodplain Alteration has yet to be submitted for this site. The floodplain alteration will need to be approved prior to special exception approval.

2. Original comment: *The Blimpie and Godfather's Pizza must be demonstrated to be accessory uses to the convenience store. "Restaurant, Carry-Out Only" is not a permitted use in the CLI district by right or by special exception; therefore the Blimpie and Godfather's Pizza are not permitted principal uses on the property.*

New comment: In order for the uses to be considered accessory, all components of the Blimpie and Godfather's Pizza (to include food storage, preparation and service areas) must be less than 20% of the convenience store. The accessory use can only be associated with one principal use. Please provide the breakdown of area used but the accessory uses.

3. Original comment: *The automotive service station is too large to be an accessory use to the convenience store and the convenience store is too large to be an accessory use to the automotive service station. Each of these uses must be a separate principal use that must be able to function independently. Therefore, please show that the automobile service station is fully capable of operation independent from the convenience store.*

New comment: Your final site will be required to be in substantial conformance with your special exception plat. By delineating the building in two sections, the accessory uses to the convenience store (Blimpies and Godfather's Pizza) must be located in the section of the building labeled as convenience. To clarify the original comment, a separate cash register for the sale of the gasoline will

991

need to be provided. Therefore, the majority of the 4,186 sq ft can be designated to the convenience store and it's accessory uses. Adjust site zoning tabulations as necessary.

4. Original comment: *Following the square footages devoted to each use as illustrated on the plan, the parking figures should be recalculated to reflect 4,187 s.f. of convenience store use and 0 s.f. of interior space devoted to automobile service station use.*

New comment: Please refer to the previous comment regarding the need for separate cash registers. Please insure that parking calculations are based on the actual amount designated for each separate use. Adjust site zoning tabulations as necessary. In addition, total off-street parking spaces shown on Sheet 3 total 122 while the site zoning tabulations indicate 119 spaces are provided. Please clarify this discrepancy.

5. Original comment: *A full landscape plan will need to be approved as part of a Site Plan submittal.*

New comment: Please be advised that a Type 5 front yard buffer will be required along Route 50 (John Mosby Highway).

6. Original comment: *Be advised that all signage requires separate permitting.*

New comment: Please remove all signage details from the special exception plat. Conformance to Section 5-1200 of the zoning ordinance is not reviewed at this time. Should signage not be in conformance with Section 5-1200, there will be an issue with being in substantial conformance with the special exception plat.

7. New comment: General notes 9. According to County records, the status of SPAM-2001-0073 is now identified as Inactive.
8. New comment: The Statement of Justification references that the applicant is seeking approval for twelve gas pumps. The special exception plat shows ten pumps totaling 20 gas fueling stations. Please clarify this discrepancy.

County of Loudoun

Office of Transportation Services

MEMORANDUM

☒ Applicant
☐ LMIS
☐ Public File
☐ Other

RECEIVED

DEC 15 2005

DEPARTMENT OF PLANNING

DATE: December 14, 2005

TO: Darren Murphy, Project Manager, Department of Planning

FROM: Shaheer Assad, Senior Transportation Engineer/Planner *SSA*

THROUGH: Arthur J. Smith, Senior Coordinator *ajs*

SUBJECT: SPEX 2005-0040 Holtzman Oil
First Referral

Background

The applicant is seeking approval of a special exception to allow an automotive service station with a convenience food store with 12 gas pumps and a restaurant. The proposed site is zoned for CL-I (Commercial Light Industrial) and consists of 2.83 acres. The site is located on the north side of Mosby Highway (Route 50) approximately ¼ mile from Fairfax County line. It is bounded on the north side by vacant land owned by MGB properties, on the east side by Pleasant Valley Road.

Existing, Planned and Programmed Roads

Existing Route 50 is a four lanes median divided, controlled access road classified as a minor arterial roadway in the vicinity of the site. Please see Attachment 1, Project Vicinity Map. Ultimately Route 50 will be a principal arterial expanding to six lanes/200 foot right-of-way from the Fairfax County line to Route 659 Relocated. Left and right turn lanes are required at all intersections. The posted speed limit on Route 50 at the vicinity of the site is 55 miles per hour.

Pleasant Valley Road (Route 609) is a two lane local roadway. The Countywide Transportation Plan (CTP) recommends expanding Pleasant Valley Road to 4-lanes undivided/70 foot ROW, plus land dedications for left and right turn lanes at major intersections. Ultimately, Pleasant Valley Road will function as a minor collector with 40 mph design speed. Currently, the intersection of Route 50/Pleasant Valley Road is signalized. Depending on whether the Fairfax County Future Transportation Plan includes limited access for Route 50 west of Route 28, a grade separated interchange may be constructed at Route 50/ Pleasant Valley Road

A93

Existing and Forecasted Traffic Volumes and Service Levels

Route 50 and Pleasant Valley Road along the site's frontage currently have an approximate daily traffic volume of 34,640 and 2,730 ADT respectively. AM/PM Peak Hour traffic volumes at the Route 50/ Pleasant Valley Road intersection and the future lane use are shown in Attachment 2 and 3. The existing level of service at Route 50/ Pleasant Valley Road in the PM peak hour is F. The 2008 forecasted LOS on Route 50 is D in the AM and PM Peak Hours. See Attachment 4. The project is projected to be completed by 2008. The traffic impact study shows the trip generation data on Attachment 5; the proposed use would add additional traffic to the adjacent road network when compared to the existing uses on site. This would include an additional 33 a.m. peak hour vehicle trips, 28 p.m. peak hour vehicle trips and 314 ADT.

Transportation Comments

1. The land reservation/dedication is not shown on the Special Exception Plat for this site at the intersection of Route 50/ Pleasant Valley Road.
2. The applicant should dedicate 100 foot ROW from the centerline on Route 50 to the property line of the subject site.
3. The Countywide Transportation Plan (CTP) indicates that additional dedication may be required for left and right turn lanes at the intersection of Route 50/ Pleasant Valley Road. As recommended by the applicant's consultant, the traffic study shows the requirement for the following turning lanes:
 - Pleasant Valley Road - double left turn lanes to Route 50 eastbound and a right turn lane.
 - Route 50 - double left turn lanes on the eastbound.
4. The applicant should provide a right turn lane for the right-in only entrance on Route 50.
5. The site entrances should be aligned with the entrances located on the opposite side of the applicant's site on Pleasant Valley Road. All the entrances should be compatible to VDOT standards.
6. The Loudoun County Bicycle and Pedestrian Master Plan, which was adopted on October 20, 2003, states that a bicycle and pedestrian facilities should be established along Route 50 and Pleasant Valley Road. The applicant should construct a trail on Route 50 the same width as constructed on Route 50 in Fairfax County. The applicant should build a 5 foot side walk on Pleasant Valley Road along the frontage of the site. In order for VDOT to maintain the trail and the sidewalk, these facilities must be built within the public right-of-way; otherwise, it is the responsibility of the applicant to maintain facilities built outside the right-of-way. To insure the safety of bicyclists and motorists, all bicycle facilities must be designed according to AASHTO standards (CTP

Guide for development Bicycle Policies #8). These standards are documented in A Guide for the Development of Bicycle Facilities, AASHTO, 1999, and may be obtained through AASHTO's website www.aashto.org.

7. The applicant should provide frontage improvements on Pleasant Valley Road consistent with a U4 section. A right turn lane should be provided.
8. A cash contribution should be provided for construction of a westbound Route 50 lane along the applicant's frontage.
9. Please note that there is a possibility for a single-point urban diamond interchange that may be located at the intersection of Route 50/ Pleasant Valley Road. No design currently exists for this interchange and no land dedication is being requested at this time.

Conclusion

OTS will have recommendations once we receive the applicant's response.

Attachment 1: Project Vicinity Map
Attachment 2: Existing Peak Hour Traffic Volume
Attachment 3: 2008 Future Lane Use and Traffic Control
Attachment 4: Intersection LOS Summary
Attachment 5: Trip Generation

CC. Chip Taylor, Program Manager, Highway Division.

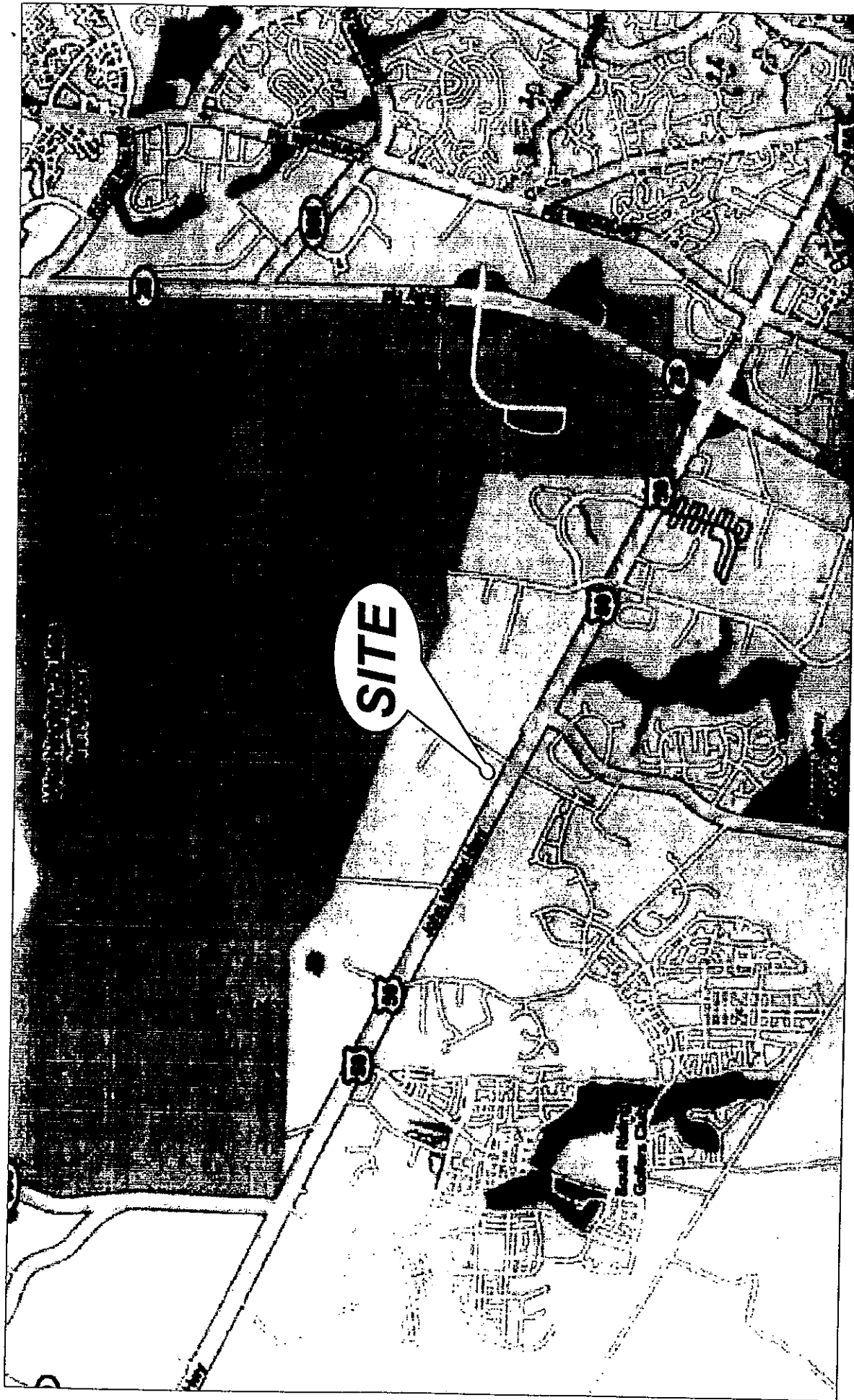


Figure 1
Site Location

ATTACHMENT 1



R:\Projects\2000\Holtzman Oil - Pleasant Valley\Graphics\2000 Plot Graphics.dwg\Plot

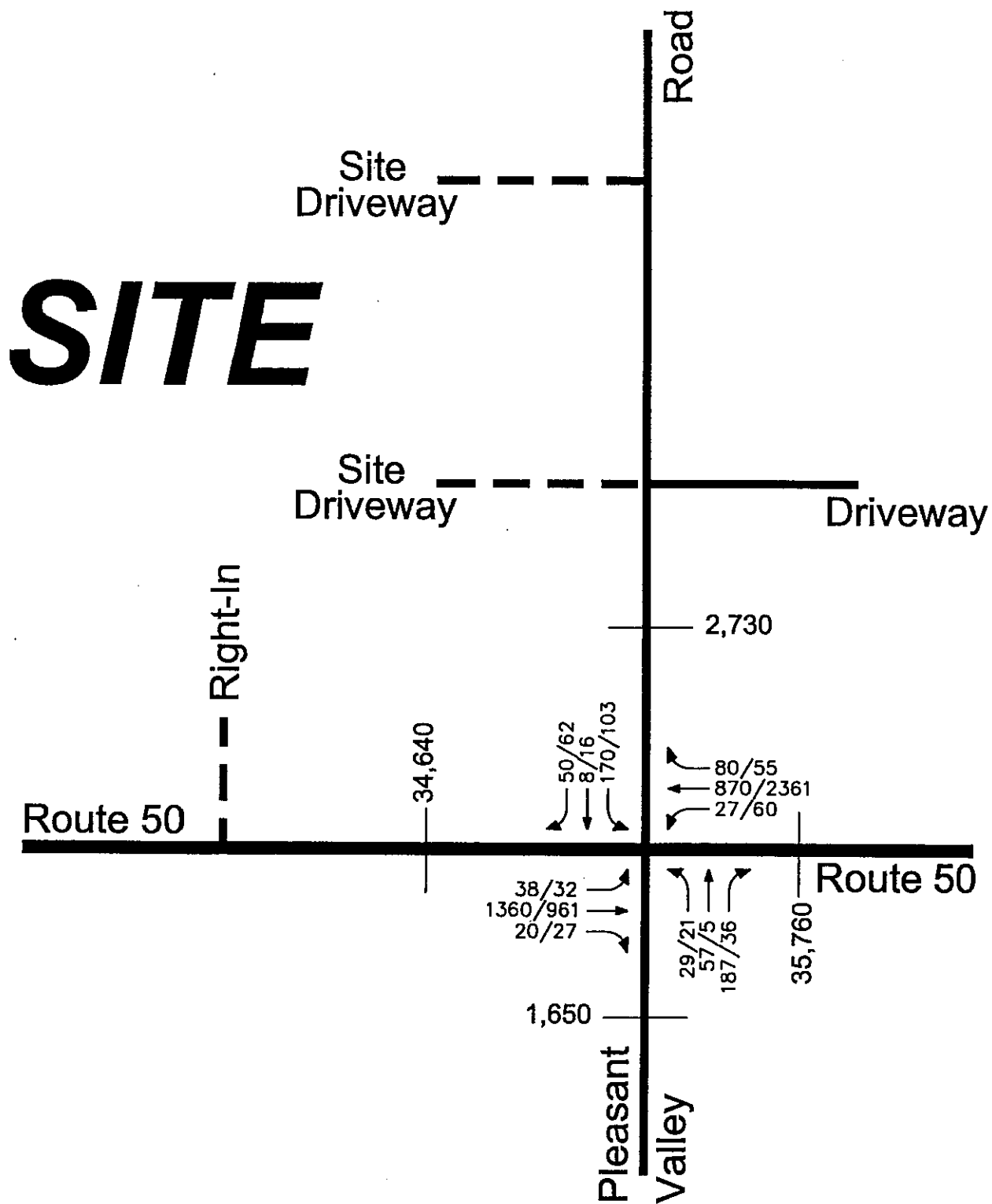


Figure 4
Existing Peak Hour Traffic Volumes

SITE

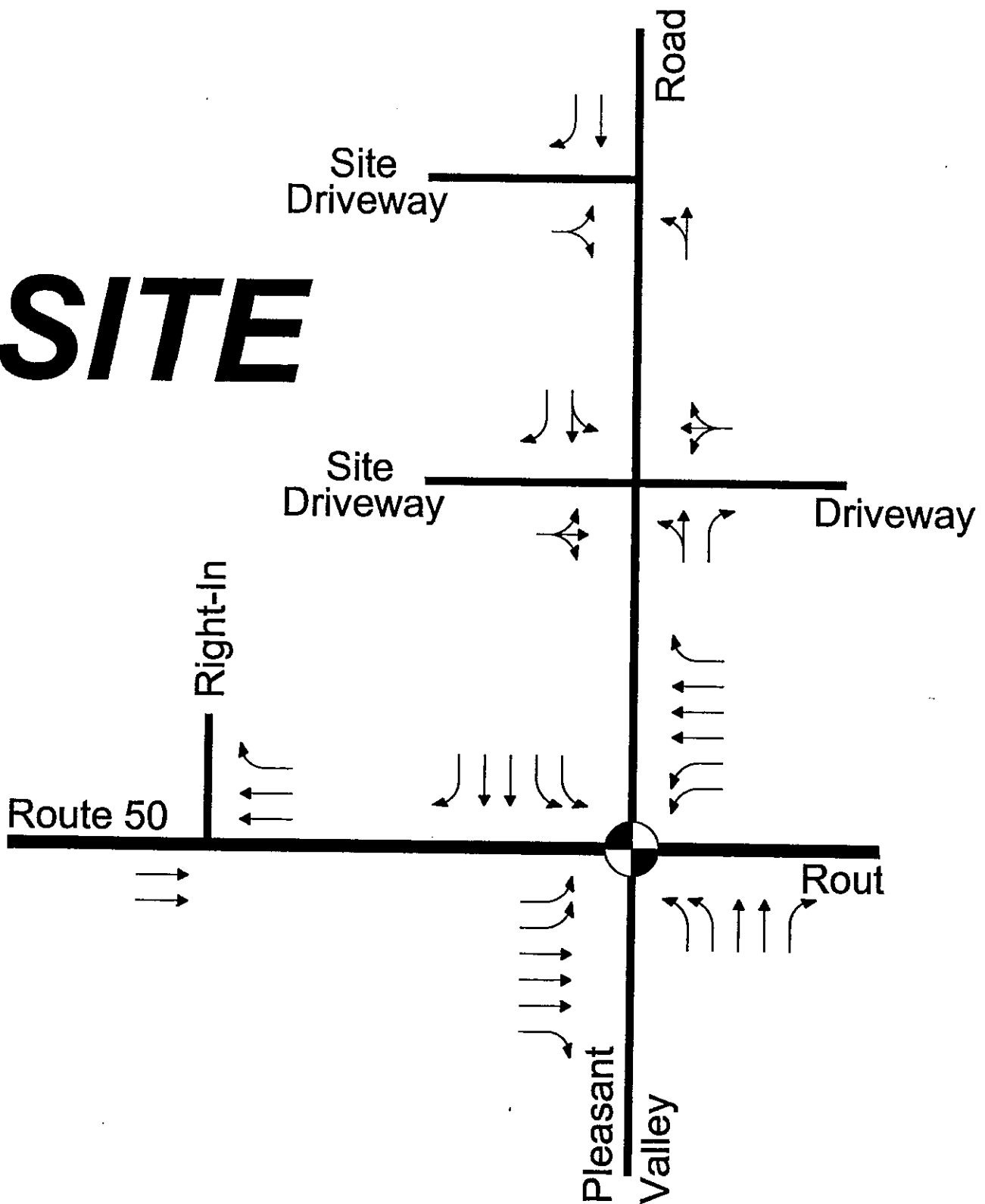


Figure 5
2005 Future Lane Use And Traffic Control

- ← Represents One Travel Lane
- ⊙ Signalized Intersection
- ⊥ Stop Sign

Not
Shown

Table 1
Holtzman Oil
Intersection Level of Service Summary

Intersection	Operating Condition	Approach/ Movement	Existing		Background		Total Future	
			AM	PM	AM	PM	AM	PM
Pleasant Valley Road/Route 50	Signalized	EB	C (28.8)	C (24.3)	D (54.2)	D (35.3)	N/A	N/A
		WB	C (28.1)	F (147.3)	C (34.9)	F (308.2)	N/A	N/A
		NB	F (387.4)	F (85.2)	F (808.0)	F (296.8)	N/A	N/A
		SB	F (174.3)	F (134.3)	F (293.90)	F (314.6)	N/A	N/A
		Overall	E (73.8)	F (112.0)	F (137.3)	F (219.2)	N/A	N/A
Improvements*	Signalized	EB	N/A	N/A	C (27.2)	C (32.9)	C (27.4)	C (33.6)
		WB	N/A	N/A	C (27.4)	E (62.6)	C (27.0)	E (61.7)
		NB	N/A	N/A	F (138.8)	E (78.8)	F (138.4)	E (78.7)
		SB	N/A	N/A	E (76.6)	F (80.6)	E (79.3)	F (86.4)
		Overall	N/A	N/A	D (41.6)	D (54.4)	D (42.1)	D (54.8)
Pleasant Valley Road/Site Access 1	Unsignalized	EBLTR	N/A	N/A	N/A	N/A	A [8.7]	A [8.7]
		WBLTR	N/A	N/A	N/A	N/A	B [10.5]	B [11.4]
		NBLT	N/A	N/A	N/A	N/A	A [7.3]	A [7.3]
		SBLT	N/A	N/A	N/A	N/A	A [7.5]	A [7.5]
Pleasant Valley Road/Site Access 2	Unsignalized	EBLR	N/A	N/A	N/A	N/A	A [8.5]	A [8.5]
		NBLT	N/A	N/A	N/A	N/A	A [7.2]	A [7.2]
		SBLT	N/A	N/A	N/A	N/A	A [7.3]	A [7.3]
		EBR	N/A	N/A	N/A	N/A	A [0.0]	A [0.0]
Site Access 3/U. S. Route 50	Unsignalized							

Note: Numbers in parentheses () represent delay at signalized intersections in seconds per vehicle.

Numbers in square brackets [] represent delay at unsignalized intersections in seconds per vehicle.

Asterisks * includes dual lefts, three through lanes and a right turn lane on Route 50 and dual lefts, two through lanes and a right turn lane on Pleasant Valley Road.

Table 3
Holtzman Oil
Site Trip Generation

Development	ITE Land Use Code	Amount	Units	In	AM Peak Hour		In	PM Peak Hour		Total	Average Daily Traffic
					Out	In		Out	In		
Approved											
Gasoline Service Station with Convenience Market	945	10	Pumps	51	50	101	67	67	134	1,628	
Proposed											
Gasoline Service Station with Convenience Market	945	12	Pumps	61	60	121	81	80	161	1,953	
High-Turnover Restaurant	932	5,000	S.F.	30	28	58	34	21	55	636	
Subtotal				91	88	179	115	101	216	2,589	
Internal Reduction		25%		(23)	(22)	(45)	(29)	(25)	(54)	(647)	
Total				68	66	134	86	76	162	1,942	
Difference (proposed-approved)				17	16	33	19	9	28	314	
Percent Difference				34%	32%	33%	29%	13%	21%	19%	

Note: Trip generation based on Institute of Transportation Engineers Trip Generation, 7th Edition.

A100


ATTACHMENT 5

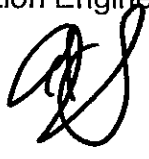
Wells & Associates, LLC.
McLean, Virginia

County of Loudoun
Office of Transportation Services
MEMORANDUM

DATE: February 23, 2007

TO: Nicole Steele, Project Manager, Department of Planning

FROM: Shaheer Assad, Senior Transportation Engineer/Planner 

THROUGH: Arthur J. Smith, Senior Coordinator 

SUBJECT: SPEX 2005-0040 Holtzman Oil
Second Referral

Background

The applicant is seeking approval of a special exception to allow an automotive service station with a convenience food store with 12 gas pumps and a restaurant. The proposed site is zoned for CL-I (Commercial Light Industrial) and consists of 2.83 acres. The site is located on the north side of Mosby Highway (Route 50) approximately ¼ mile from Fairfax County line. It is bounded on the north side by vacant land owned by MGB properties, on the east side by Pleasant Valley Road. The applicant has submitted a revised traffic study for the subject site dated February 9, 2007. The following is a summary of the current status of the issues identified by the comments in the Office of Transportation Services first referral on this application, dated December 14, 2005.

Comment 1: The land reservation/dedication is not shown on the Special Exception Plat for this site at the intersection of Route 50/ Pleasant Valley Road.

Applicant Response: Land reservation area and dedication of right of way are shown.

Issue Status: Resolved

Comment 2: The applicant should dedicate 100 foot ROW from the centerline on Route 50 to the property line of the subject site.

Applicant Response: This dedication is shown.

Issue Status: Resolved

A101

Comment 3: The Countywide Transportation Plan (CTP) indicates that additional dedication may be required for left and right turn lanes at the intersection of Route 50/ Pleasant Valley Road. As recommended by the applicant's consultant, the traffic study shows the requirement for the following turning lanes:

- Pleasant Valley Road - double left turn lanes to Route 50 eastbound and a right turn lane.
- Route 50 - double left turn lanes on the eastbound.

Applicant Response: Turn lanes are now provided as requested.

Issue Status: Resolved

Comment 4: The applicant should provide a right turn lane for the right-in only entrance on Route 50.

Applicant Response: A right turn lane is provided for the right-in only entrance as requested.

Issue Status: Resolved

Comment 5: The site entrances should be aligned with the entrances located on the opposite side of the applicant's site on Pleasant Valley Road. All the entrances should be compatible to VDOT standards.

Applicant Response: The northern entrance now aligns with entrance across the street of Pleasant Valley

Issue Status: Resolved

Comment 6: The Loudoun County Bicycle and Pedestrian Master Plan, which was adopted on October 20, 2003, states that a bicycle and pedestrian facilities should be established along Route 50 and Pleasant Valley Road. The applicant should construct a trail on Route 50 the same width as constructed on Route 50 in Fairfax County. The applicant should build a 5 foot side walk on Pleasant Valley Road along the frontage of the site. In order for VDOT to maintain the trail and the sidewalk, these facilities must be built within the public right-of-way; otherwise, it is the responsibility of the applicant to maintain facilities built outside the right-of-way. To insure the safety of bicyclists and motorists, all bicycle facilities must be designed according to AASHTO standards (CTP Guide for development Bicycle Policies #8). These standards are documented in A Guide for the Development of Bicycle Facilities, AASHTO, 1999, and may be obtained through AASHTO's website www.aashto.org.

Applicant Response: Sidewalk and trails are now provided.

Issue Status: The applicant should construct a 10 feet wide trail within the right-of-way on Route 50 to be compatible with VDOT requirement for maintenance.

Comment 7: The applicant should provide frontage improvements on Pleasant Valley Road consistent with a U4 section. A right turn lane should be provided.

Applicant Response: U4 section and right turn lane is provided on Pleasant Valley Road.

Issue Status: Resolved

Comment 8: A cash contribution should be provided for construction of a westbound Route 50 lane along the applicant's frontage.

Applicant Response: Applicant will agree to contribute to the cost of this lane.

Issue Status: The Department of Building and Development should provide a cost estimate for constructing the third lane on Route 50 along the frontage of the site.

Comment 9: Please note that there is a possibility for a single-point urban diamond interchange that may be located at the intersection of Route 50/ Pleasant Valley Road. No design currently exists for this interchange and no land dedication is being requested at this time.

Applicant Response: No response required

Issue Status: It is very unlikely the updated CTP will show an interchange at this intersection.

Conclusion

OTS has no objection to the approval of this application.

CC: Terrie Laycock, Acting Director

CC. Andrew Beacher, Assistant Director, Highway Division.

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From: Shaheer Assad
To: Steele, Nicole
Date: 6/26/2007 4:44 PM
Subject: Holtzman Oil

CC: Beacher, Andrew; Smith, Arthur J.
Nicole,

Per our meeting on Friday June 22nd, 2007 with VDOT and the Department of Planning, the Office of Transportation Services is in agreement with VDOT that the right turn lane to the proposed Route 50 entrance is too short. The Special Exception Plat shows the distance between Pleasant Valley Road and the proposed turn lane only is approximately 160 feet. Therefore, OTS believes the proposed entrance should not be approved as part of this special exception.

Please know there is the following transportation policies CPAM 2005-0007, Arcola Area/ Route 50 Comprehensive Plan Amendment " Transportation improvements are to include a consolidation and reduction of access points along Route 50, upgraded interchanges, the development of north and south " collector" roads, and the realignment of future roadways". A second CPAM policy is " The retail use deos not access Route 50 directly".

In terms of inter-parcel connections, the Department of Building and Development should review the internal design and provide comments.

Please let me know if you have any question related to this property.

Shaheer Assad
Senior Transportation Engineer/Planner
Loudoun County Government
1 Harrison St. SE 3rd floor
Leesburg VA 20177
Tel: 703-737-8792

A105

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December 6, 2005

Mr. Darren Murphy, Project Manager
County of Loudoun
Department of Planning
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, Virginia 20177-7000

Re: Holtzman Oil
Loudoun County Application Number: SPEX 2005-0040

Dear Mr. Murphy:

We have reviewed the above application as requested and offer the following comments:

1. The applicant is informed that per Loudoun County *Countywide Transportation Plan* there is a possibility a grade separated interchange may be located at John Mosby Highway, Route 50 and Pleasant Valley Road, Route 609, intersection. This may require dedication or reservation of additional right-of-way for the proposed interchange from the subject property in future.
2. All entrances should conform to *VDOT's Minimum Standards of Entrances to State Highways*, latest edition. (Minimum and maximum width of a two-way commercial entrance should be 30' and 40' respectively; measured at the tangent section of the curb-return.) The width of the entrances should be shown on the plat.
3. The first entrance on Pleasant Valley Road should be relocated as far north as possible to create a 12' wide right-turn lane and taper. Additional right-of-way for this lane should be dedicated accordingly.
4. A 12' wide right-turn lane for the entrance (right-in only) on Route 50 should also be provided.
5. Width of dedicated right-of-way and the proposed pavement for Pleasant Valley Road should be shown on the plan.

A107

Mr. Darren Murphy, Project Manager

December 6, 2005

Page Two

6. Width of right-of-way dedication for Route 50 should be shown on the plat.
7. The curb-return radius at the Route 50 and Pleasant Valley Road intersection should be 50'.
8. The following are additional comments on the Traffic Impact Study:
 - According to the existing count information, the southbound left turn volumes should be 71 not 170.
 - According to the scoping meeting notes, a + 10 year analysis should have been included.
 - In table 3 on page 21, a 25% pass-by reduction should also have been taken from the approved usage trip generation. This will result in higher percentage differences between the proposed and approved land usage.
 - According to the report, the volumes in figure 7 on page 18 are determined by growing the existing volume at 1% for 3 years and adding the volumes from the other developments. Using figure 4, a 1% growth rate and the figures in appendix F, the resulting volumes do not equal those shown in figure 7. Please explain.

If you have any questions, please call me at (703) 383-2046.

Sincerely,

Rashid Siraj, P.E.
Transportation Engineer

(Com.12-06-05)

A108



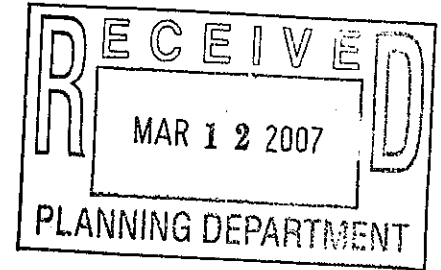
COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.
COMMISSIONER

DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

March 8, 2007



Ms. Nicole Steele, Project Manager
County of Loudoun
Department of Planning, MSC#62
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, Virginia 20177-7000

Re: Holtzman Oil
Loudoun County Application Number: SPEX 2005-0040

Dear Ms. Steele:

We have reviewed the above revised application as requested and offer the following comments:

1. Our previous comments on the facility layout and the traffic impact study have been satisfactorily addressed. However, we have noticed that the right-in entrance from John Mosby Highway, Route 50 is encroaching the adjacent "Sheets" property boundary to the west. Will additional property be acquired from "Sheets" to accommodate this part of the entrance? Or is the shared entrance acceptable to this property owner? The plat should clearly indicate the status (easement/dedication, etc.) of the property boundaries.
2. Since this application was filed we have reviewed a construction plan that will add a third lane on westbound Route 50, in front of the subject property. This road improvement is proposed by East Gate One, per Loudoun County Plan Number CPAP 2006-0122. It appears that this widening would impact the layout of entrance proposed for the facility. The applicant therefore should coordinate his application with Loudoun County plans and revise the entrance accordingly. (Note: The layout proposed for the entrance at this time will not work with Route 50 westbound lane widening plan.)

If you have any questions, please call me at (703) 383-2046.

Sincerely,

Rashid Siraj, P.E.
Transportation Engineer

(Com-2Rev..03-08-07)

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June 26, 2007

Ms. Nicole Steele, Project Manager
County of Loudoun
Department of Planning, MSC#62
1 Harrison Street, S.E.
P.O. Box 7000
Leesburg, Virginia 20177-7000

Re: Holtzman Oil
Loudoun County Application Number: SPEX 2005-0040

Dear Ms. Steele:

We have re-reviewed the above application after further discussion with Loudoun County staff and offer the following comment:

1. With the construction of two (2) additional westbound lanes, a through and a right, on the eastern leg of John Mosby Highway, Route 50 and Pleasant Valley Road, Route 609, intersection, we feel that a right-in entrance to the proposed development is not justified. In addition an adequate frontage (width) is not available at the site to provide a standard length right-turn lane and taper as required in support of the proposed entrance.

If you have any questions, please call me at (703) 383-2046.

Sincerely,

Rashid Siraj, P.E.
Transportation Engineer

(Com-3.06-26-07)

AM

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Loudoun County Health Department

P.O. Box 7000
Leesburg VA 20177-7000




Environmental Health
Phone: 703 / 777-0234
Fax: 703 / 771-5023

Community & Occupational Health
Phone: 703 / 777-0236
Fax: 703 / 771-5393

December 6, 2005

MEMORANDUM TO: Darren Murphy, Project Manager
Planning Department, Building & Development

FROM: John P. Dayton 
Sr. Env. Health Specialist
Division Of Environmental Health

SUBJECT: SPEX 2005-040, Holtzman Oil/Denny's
LCTM: 101/65, PIN 097201845

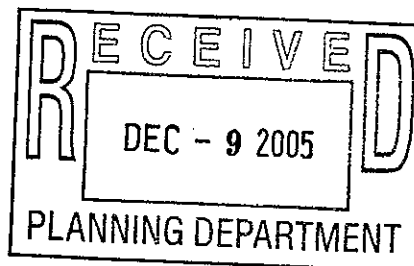
This Department reviewed the submission by Holtzman Family Limited Partnership, and recommends approval with the following conditions:

- 1) All the proposed lots and structures are properly served by public water and public sewer.
- 2) Formal plans for the proposed restaurant be submitted with appropriate fees to Loudoun County Health Department, for review and approval prior to submission of application for building permits.

If further information or clarification on the above project is required, please contact John Dayton at 737-8848.

JPD/JEL/jpd

<input type="checkbox"/>	Applicant
<input type="checkbox"/>	LMS
<input checked="" type="checkbox"/>	Public File
<input type="checkbox"/>	Other



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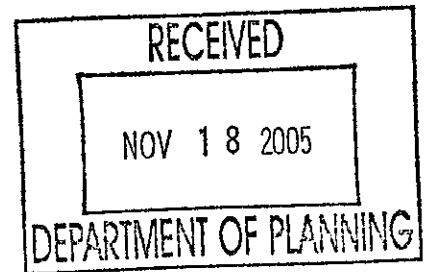
AIK



880 Harrison Street, SE • P.O. Box 4000 • Leesburg, Virginia 20177-1403 • www.lcsa.org

November 18, 2005

<input type="checkbox"/>	Applicant
<input type="checkbox"/>	LMIS
<input checked="" type="checkbox"/>	Public File
<input type="checkbox"/>	Other _____



Mr. Darren Murphy
Department of Planning
1 Harrison Street, S.E.
P. O. Box 7000
Leesburg, Virginia 20177-7000

Re: **SPEX-2005-0040, Holtzman Oil**

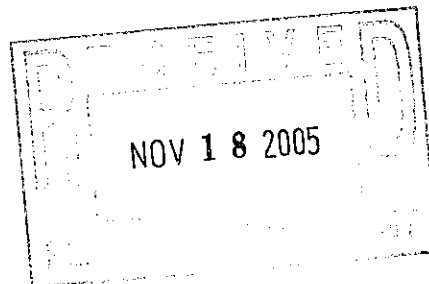
Dear Mr. Murphy:

The Sanitation Authority has reviewed the referenced Special Exception application and offers no objection the proposed use. Should offsite easements be required to extend public water and/or sanitary sewer to this site, the applicant shall be responsible for acquiring such easements and dedicating them to the Authority at no cost to the County or to the Authority.

Public water and sanitary sewer service would be contingent upon the developer's compliance with the Authority's Statement of Policy; Rates, Rules and Regulations; and Design Standards. Should you have any questions, please do not hesitate to contact me.

Sincerely,

Joyce L. Jones
Engineering Administrative Specialist



Dale C. Hammes, P.E.
General Manager/Treasurer

Richard C. Thoesen, P.E.
Deputy General Manager

Administration 703-771-1095 • Metro 703-478-8016 • Fax 703-777-9223 • Customer Service 703-771-1092 • Metro 703-478-8677 • Fax 703-771-4141

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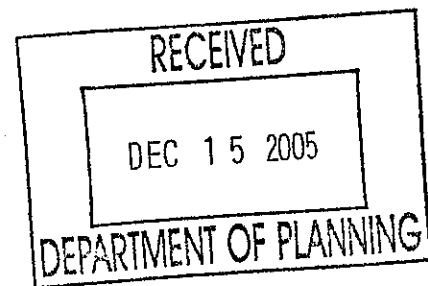


ARCOLA-PLEASANT VALLEY VOLUNTEER FIRE DEPARTMENT

December 4, 2005

<input checked="checked" type="checkbox"/>	Applicant
<input type="checkbox"/>	LMIS
<input type="checkbox"/>	Public File
<input type="checkbox"/>	Other _____

Ms. Maria Figueroa
Fire-Rescue Planner
Loudoun County Department of Fire & Rescue Services
16600 Courage Court
Leesburg, VA 20175



Subject: Contribution Comments on:
Holtzman Oil
SPEX 2005-0040

Dear Ms. Figueroa:

The subject application request special exception approval in order to permit the construction of a 9,184 square foot automotive service station with 12 gas pumps, and combination fast food/restaurant service. The project is within the primary fire and rescue service delivery of the Arcola-Pleasant Valley Volunteer Fire Department (APVVFD), and is considered a "moderate risk" from a protection standpoint.

The applicant should recognize the necessity to support fire and rescue services and offer voluntary contributions in accordance with the current criteria as follows:

A one-time base contribution of \$0.20 per gross square foot for non-residential structures, and shall escalate in accordance with the CPI beginning with the base year 1988. The initial contribution shall be payable to the County of Loudoun at the time of issuance of the zoning permit.

The applicant should submit for our review, a voluntary letter of the commitment for the contributions prior to the public hearings for zoning.

WE HEREBY REQUEST that our Department be afforded the opportunity to review and approve any documents related to fire and rescue contributions regarding this application prior to public hearings for zoning. Should you have any further questions regarding our comments, please contact me (703) 327-2222 day or (703) 406-3823 evening.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael V. Kalasanckas". The signature is fluid and cursive, with a large, stylized initial "M".

Michael V. Kalasanckas, President

cc: Darren Murphy, Dept. of Planning
APVVFD File

MVK/mvk

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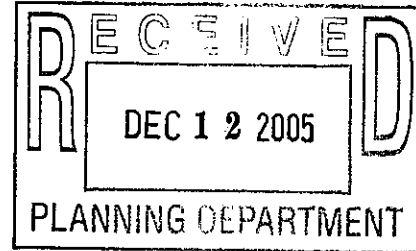
Loudoun County Department of Fire-Rescue

16600 Courage Court
Leesburg, Virginia 20175
(703) 777-0333

☐ Applicant
☐ LMIS
☒ Public File
☐ Other

Memo

To: Darren Murphy, Project Manager
From: Maria Figueroa, Fire-Rescue Planner
Date: December 8, 2005
Re: Holtzman Oil
SPEX 2005-0040



Thank you for the opportunity to review the above captioned special exception application to allow a service station with a convenience food store, 12 pumps and a restaurant. The Fire and Rescue Planning Staff, in agreement with the Fire Marshal's Office, has no objections to the application as presented.

The GIS and Mapping coordinator offered the following information regarding estimated response times:

PIN	Project name	Arcola VFRC South Riding Station 19 Miles	Arcola VFRC South Riding Station 19 Travel Time
097-20-1845	Holtzman Oil	2 miles (temp) 2.74 miles (perm)	4minutes 5 minutes, 28 seconds

The Travel Times for each project were calculated using ArcView and the Network Analyst extension to calculate the distance in miles. This distance was then doubled to provide an approximate travel time for a Fire or EMS unit to reach each project site. To get the total response time another two minutes were added to account for dispatching and turnout. This assumes that the station is staffed at the time of the call. If the station is unoccupied, another one to three minutes should be added.

Project name	Approximate Response Time for Arcola VFRC South Riding Station 19
Holtzman Oil	6 minutes (temporary station) 7 minutes 28 seconds (perm station)

We did not receive comments from the first due fire and rescue company; however, we recommend the applicant would consider a contribution to the fire and rescue company in accordance with current criteria. If you have any questions or need additional information, please contact me at 703-777-0333.

C: Howard Dawley Danielle Gotthardt Project file

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